

# Barrington

est. 1865



## COMPREHENSIVE PLAN 2000

# VILLAGE OF BARRINGTON

## 2000 COMPREHENSIVE PLAN

### GENERAL INFORMATION

#### **VILLAGE HALL**

*200 South Hough Street*

Department of Building and Planning

847/304-3460

Village Manager's Office

847/304-3444

Economic Development Department

847/304-3440

Administrative Services Department

847/304-3400

#### **PUBLIC WORKS**

*300 North Raymond Avenue*

847/381-7903

#### **PUBLIC SAFETY BUILDING**

*400 North Northwest Highway*

Fire Department

847/304-3600

Police Department

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# **VILLAGE OF BARRINGTON**

## **2000 COMPREHENSIVE PLAN**

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## UPDATE SUMMARY

This 2000 Comprehensive Plan for the Village of Barrington is an update of the previous comprehensive plan, adopted in 1990. It is substantially similar in format, and addresses many of the same issues. Data regarding land use, demographics and so forth have been revised to reflect more recent information, and the findings of several planning studies undertaken in recent years have been incorporated where appropriate.

One of the most important tasks of town planning is to present an image of the community of the future. While there are varying opinions regarding the future use of specific parcels in Barrington, there is a consistent theme in the statements of citizens, public officials and even the news media about the desired overall character of the Village. It is the existing Village's character which attracts people to Barrington and which the majority of the people wish to preserve, enhance and perpetuate. The impacts of growth, its resultant congestion and density pressures have affected the Village, but much of its character has been maintained. Barrington's character results from efforts to maintain low density, its historic architecture and its landscape. As the Village attempts to meet residents' needs and realize new opportunities for its citizens, it must find ways to do so while protecting and enhancing the essential character.

The changes from 1990 to 2000 which challenge the Village include:

- The Village's inventory of vacant developable, and redevelopable, land consists of nearly 560 acres on 32 "special planning areas." If the Thunderbird Golf Course remains open space as recommended in this updated plan, the total developable area of special planning areas would be reduced to just under 437 acres.
- Residential Land Use is recommended on 15 of the 32 special planning areas, either entirely or as one aspect of mixed-use development. Ultimate population added from these recommended uses would be approximately 970 persons. This increase reflects approximately 92 new detached single family dwelling units and 270 new attached single family and multi-family dwelling units.
- The growth to full development may bring about a need for major new public facilities or spaces such as schools or parks. If the need for expansion does occur, it will be addressed by the responsible public bodies. Sites for new public facilities will be provided within areas planned for single-family land use.
- While Village tax revenues are increasing, Village tax revenues are increasingly provided by fewer categories of land use and fewer businesses. The opportunities to expand or diversify the employment and tax base are severely limited by the diminishing area of appropriately zoned commercial properties.
- Optimizing the use of non-residential land remains a key issue. Substantial land has been designated for office, research and industrial use. However, the market for these uses has been very weak for the last several years. The Village has some existing older industrial properties which are vacant or suffering from economic decline. Though these uses and properties produce real estate taxes, they produce no retail tax revenue. Given the growing reliance on auto dealers for supplying Village tax revenues, the emphasis of office uses rather than retail or mixed uses presents a limitation to the expansion and diversification of the economic base of the Village.
- There is actually more usable, accessible green space than reflected in the land use tables due to: 1) large areas of wetlands within private properties that fall within other land categories; 2) the low density of ORI development; and 3) the large areas of forest preserve lying beyond the Village boundaries.
- Control of density, protection of natural site features, limiting curb cuts, and generous setbacks and buffers are important criteria for the evaluation of development plans for special planning areas.
- The Village Center takes on added significance as the center of retail activity and community life for Barrington residents as the Village nears maturity and competing retail centers are constructed within the

trade area. The edge of the Village Center should be carefully controlled so as not to intrude upon adjacent residential neighborhoods. This is necessary in order to protect the critical mass and integrity of these neighborhoods and to avoid dissipation of the focus of commercial activities, which make for a lively and interesting center.

- Major street widening to accommodate additional capacity would encroach upon tree-lined parkways and, in fact, tend to induce more and faster traffic. Therefore, the focus of improvements should be to optimize flow within the existing arterial and collector roadways in order to reduce congestion, pollution and potential hazards on Hough and Main Streets. This can be achieved by imposing parking limitations, changes in signage, coordinated signalization and other operational improvements. Special design treatments should be implemented to enhance the character and identity of residential neighborhoods and the Village Center, while discouraging through traffic in these areas.
- The results of a 1999 study entitled the Healthier Barrington Needs recently confirmed that, for the most part, Barrington area residents are very satisfied with their community. Area residents expressed very little dissatisfaction overall. The problems most frequently mentioned were a lack of access to sufficient services and stores, reasonable traffic, public transportation, affordable housing and activities for the youth. The poorest ratings for community services occurred for the following: availability of services for the disabled and access to local government/decision makers.
- Two major concerns were voiced by a large number of area residents, namely improving traffic and controlling development/preserving open space. Far more detail is contained in the full report. These apparent weaknesses in the provision of community services to Barrington residents should be kept in mind as public policy decisions are made in the coming years. These weaknesses should be remedied where real, and alleviated through better communication and education where perceived.

## **CHAPTER 1**

### **MISSION STATEMENT**

The overall mission of this plan is to establish policies and implement strategies that will fulfill the consensus vision for Barrington. The vision for Barrington is to preserve and promote its unique small town heritage, preserve its distinct ecology and historical character, provide a moral and safe environment, maintain a high quality of life through the efficient use of community resources, and respond to future challenges through citizen participation in all civic, social, and cultural endeavors.

The community is committed to preserving the quality of its neighborhoods, the quality of education, and the diversity of leisure time activities. The community is dedicated to fostering an easily-accessible center of activity for the Barrington area, maintaining a prosperous economic base, protecting its extensive natural resources, and promoting public participation and communication. In order to accomplish this, policy documents should be created and growth management strategies employed to limit the amount and the intensity of future development and to protect and promote the Village's historic places and open spaces. Further, the Village should continue to coordinate its planning activities with surrounding BACOG municipalities, with the main objective of seeking consistent and compatible development.



## CHAPTER 2

### INTRODUCTION

The first Comprehensive Plan for the Village of Barrington was adopted in 1958. Major revisions were made in 1972, 1981 and 1990. This 2000 update is built upon the structure and format of the 1990 plan, while incorporating current data and revised planning principals for selected elements. The desires of its citizens, the current needs of the community and the forces expected to impact the Village and surrounding communities in the future have all been given due consideration in the development of this plan.

The following planning studies, prepared since the adoption of the 1990 Comprehensive Plan, were utilized in preparing this update, and are referenced where appropriate:

- Village Future Community Planning Process Report, prepared by the Village of Barrington Plan Commission (1997);
- Barrington Vision Plan: Study and Report, prepared by Stratford Company (1997);
- Barrington Bikeway Study (draft), prepared by TransSystems Corporation (November 1997);
- A Strategic Plan for the Village Center, prepared by the Village Strategic Planning Committee (October 1997);
- Commercial Market Feasibility Study, prepared by Melaniphy & Associates, Inc. (April 1997);
- Healthier Barrington Needs Assessment, prepared by Health Systems Research (July 1999);
- Critical Sites Report: Village of Barrington, prepared by the Critical Sites Committee of the Community Development Department, January 1991;
- US Route 14 Strategic Regional Arterial (SRA) Report, prepared by the Illinois Department of Transportation;
- Illinois Route 59 Strategic Regional Arterial (SRA) Report, prepared by the Illinois Department of Transportation;
- Village of Barrington Downtown Parking Study, prepared by Barton Ashman Consultants;
- Village of Barrington Sidewalk Master Plan, prepared by Village of Barrington;
- Village of Barrington Tree Preservation and Management Manual, prepared by Village of Barrington in cooperation with Urban Forest Management; and,
- Village Center Master Plan prepared by The Lakota Group in cooperation with the Village of Barrington.

#### CURRENT COMMUNITY PROFILE<sup>1</sup>

The Village of Barrington experienced a population increase from 5,435 persons in 1960 to 9,538 persons in 1990. Recent estimates place the 1997 population at 10,002 persons. By the year 2010, it is expected that the Village population will be 12,496 persons, representing a 30 percent increase between 1990 and 2010. In 1990, the number of households in Barrington was 3,489, and was estimated to be 3,769 in 1996. By the year 2010, this number is expected to increase to over 4,000 households.

In 1990, residential units in Barrington were approximately 72 percent owner-occupied and 23 percent renter-occupied. The 1990 Census indicates that the Village contains 1,268 single-family detached housing units and 61 single-family attached housing units (80 percent of the total). The balance of the housing stock is comprised of 244 multi-family units and eight “mobile homes, trailers or other.”

The Village is home to several major national and international businesses. However, due to a lack of interstate accessibility, recent industrial development has been minimal despite major industrial development throughout the

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<sup>1</sup> Statistics in this section were compiled and/or calculated by Village staff and/or Melaniphy & Associates for recent reports as well as the CASI Demographic Reports, 1998

Chicago Metropolitan Area. The Illinois Department of Employment Security (IDES) estimated employment in the Village of Barrington at approximately 5,500 jobs in 1998, with an unemployment rate of 1.9%. However, this estimate of jobs is likely understated because IDES figures include only jobs covered by unemployment insurance.

## **GENERAL OBJECTIVES**

These broad, philosophical objectives have been established to ensure that the vision for the village is attained and should be used in evaluating planning proposals and decision-making relative to future land uses:

### **A. Natural Resources**

1. Provide for the protection and improvement in the water quality and quantity of aquifers, lakes, rivers, wetlands and streams from pollution.
2. Respect, preserve and protect natural topography, soils and vegetation.
3. Maintain and enhance capacity of drainage basins, waterways and floodplains.
4. Preserve and enhance wildlife habitats from encroachment by development.
5. Control noxious emissions of air pollutants, odors, sounds, artificial light, etc.
6. Establish greenway corridors along waterways to protect water quality, provide wildlife habitats, preserve floodplains and where feasible, provide recreation.

### **B. Character**

1. The existing character of the Village, that of diverse appropriately scaled architecture and historic places, should be reflected in the scale and arrangement of new development. Historic Preservation considerations should also be contemplated.
2. A heterogeneous population should be encouraged by a diversity of housing types, prices and living environments.
3. Employment opportunities should be provided to sustain a high degree of citizen self-sufficiency.
4. The Village Center should function as an active, pedestrian-friendly, multi-use center serving the Village's main retail district and civic activity area.
5. A system of waterways, common open spaces, landscaped pedestrian areas, bikeways and rights-of-way should traverse the entire Village.
6. Mitigation of traffic congestion caused by through traffic and the railroads continue to be a priority.
7. New residential developments linked to the Village Center and each other.

### **C. Services**

1. New and improved procedures of municipal government and management should be employed wherever they can improve the effectiveness of services.
2. Joint uses of public facilities (e.g. schools and parks) should be planned and programmed wherever possible.
3. Special districts should be established to provide facilities and services which relate to area wide resources and users.
4. Public sewer and water utilities should be extended to all properties within the Village, as soon as this becomes financially feasible.
5. Movement of persons and goods should be made more efficient by taking full advantage of mass transit, bicycle and pedestrian opportunities and efficient grouping of goods and services providers.
6. The Village should exercise all possible legal control to manage growth, density and the design quality of development on the surrounding unincorporated lands.

### **D. Infrastructure**

1. Growth of the Village in commercial and residential developments should be based on the ability of the Village's infrastructure to service the new developments.

2. New developments and areas of redevelopment should be encouraged to use natural resource sensitive methods of storm water control to reduce the size and number of storm sewers as well as improve water quality.
3. Cluster housing should be encouraged to reduce infrastructure needs and enhance natural resources.

**E. Public Education, Empowerment and Involvement**

1. The Village should increase public education and awareness regarding zoning and development regulations; tree preservation, management and protection; storm water quality; water conservation; historic preservation and other such issues that are important to residents, through the public participation process.
2. The Village should publicize civic events, including public meetings through various means, including the community access cable channel, radio, print, the Internet, and signage.
3. Residents should be kept informed about significant development proposals through the Village newsletter and the World Wide Web and invited to give input during the public hearing process.
4. Partnerships with community groups and residents in projects to improve the community should be encouraged.

Cooperation among all members of the community and, in particular, among the civic officials, is vital to the successful use of a comprehensive plan. It is strongly recommended that similar cooperative efforts be encouraged in each of the areas surrounding the Village of Barrington, and that their objectives be coordinated with those of the Village of Barrington as set forth in this Chapter.

## CHAPTER 3

# MUNICIPAL BOUNDARIES

Both the existing and ultimate corporate limits of the Village of Barrington are depicted in Figure 1, Municipal Boundaries. Where the public health safety or general welfare is at risk, the Village of Barrington shall aggressively seek to annex any unincorporated territory. The Village shall impose its subdivision regulations on the unincorporated territory within its jurisdiction as provided by state law. The following are the annexation policies of the Village of Barrington:

### PROPERTIES SUBDIVIDED AND IMPROVED

The prospect of annexing an existing residential subdivision without a prior special agreement in place raises financial and physical planning concerns that do not exist with annexation of undeveloped land. Therefore, the following policies have been adopted with regard to annexation of developed areas:

1. The Village of Barrington shall actively pursue the annexation of any contiguous subdivision, or portion thereof, where there exists an obvious threat to the health, safety or general welfare of the residents of the Village or surrounding area (e.g., failure of individual septic systems).
2. The Village of Barrington shall consider annexation requests from residents or property owners if the extension of utility services is at the owner's expense and consistent with overall land use and utility service planning.

### UNIMPROVED PROPERTIES TO BE DEVELOPED

Property owners and developers should take note that the Village is under no legal obligation to annex any property. Development in the Village of Barrington is to be considered a privilege, not an inherent right. With regard to annexation of undeveloped properties, the following policies have been adopted:

1. The Village shall consider annexation requests with a specific planned development and annexation agreement.
2. Residential density for new subdivisions shall be based, among other parameters, upon an average net lot size per dwelling unit of 25,000 square feet or larger and a minimum lot size of 21,780 square feet.
3. Floodplain and hydric soil areas are to be left undeveloped to promote better storm water management and ground water infiltration.
4. Wet soil areas designated by W330 and 330 are to be left undeveloped or mitigated, if applicable, in accordance with appropriate regulations, to promote better storm water management.
5. Any low areas defined by floodplain, organic soils areas, or wet soils areas that have been filled since January 1, 1975, shall have all fill removed and/or the site reconfigured to its natural topography.
6. Properties of less than 40,000 net square feet shall be serviced with Village water and sewer.
7. Developer payments to the School District, Park District, Library District and the Village shall be made, or arranged for in an annexation agreement. A purpose of these payments is to cover public service costs between the time of occupancy and the receipt of real estate taxes by the respective taxing bodies.
8. In order to promote effective stormwater management, on November 8, 1999 the Village of Barrington passed Ordinance No. 99-2823, which restated the Barrington Watershed Development Ordinance in its entirety.
9. In order to promote the preservation of trees, on August 23, 1999 the Village of Barrington passed Ordinance No.s 99-2805, 2806, 2807, 2808.
10. Negotiate public improvements including, but not limited to, streets, pedestrian ways, sewer service and water service.

## **CHAPTER 4**

# **INTERGOVERNMENTAL COOPERATION**

The preparation of comprehensive plans for the Village of Barrington and other Villages in the Barrington Area Council of Governments (BACOG) should include a study of all municipal services to identify ways of making Village governments more effective through mutual cooperation. If all Barrington area governments were to develop independently, the need for personnel and public facilities would increase, administrative costs would rise sharply and, in many cases, duplication of staff, services and facilities would result. For these reasons, intergovernmental cooperation should be pursued whenever possible.

Decisions regarding intergovernmental cooperation in the provision of municipal services will be based on the following objectives:

1. Efficient and high level public facilities and services should be provided.
2. Efficient maintenance of public facilities and services should be undertaken.
3. The level of cooperation and communication among BACOG and non-BACOG jurisdictions should be increased.
4. Duplication of facilities, services and expenditures among BACOG jurisdictions should be minimized.
5. Service provision should be periodically reevaluated and modified as necessary to meet changing community needs.
6. Costs for new services and facilities should be allocated fairly among BACOG jurisdictions, and between the public and private sectors.

## **MUNICIPAL SERVICES**

The Village of Barrington should continue to evaluate its capacity for supplying area-wide services. Should the sharing of municipal services be deemed necessary or desirable, such service arrangements should be based on a fully allocated cost structure (including capital costs on a current replacement basis) and cause no adverse impact on service level to the residents of the Village of Barrington. The Village of Barrington shall consider shared services, to the extent that they are advantageous to both Barrington and the other participating municipality(s). Shared services with non-BACOG communities, unincorporated area organizations and county services should be encouraged wherever possible.

Principal areas of municipal services, which may require on-going study, are general administration, water and wastewater service, public safety and recreation.

### **General Administration**

Barrington has the largest Village staff in the BACOG area and has the resources to provide a self-sufficient administrative organization. Village staff could potentially assist the other Villages in the BACOG area with services, such as documentation, mapping, GIS (Geographical Information Systems) and the compilation of land-use information. To the extent possible, the Village staff should assist the various committees of BACOG in research activities leading to proposed courses of action.

Inspection services may be offered to those BACOG communities that adopt codes substantially consistent with those adopted by the Village of Barrington. Sharing of inspection staff could substantially benefit BACOG communities by providing continuity, consistency and uniformity in building standards, while supplying additional staff during peak construction periods. Sharing of inspection services should be explored and encouraged where there appears to be an economic and service advantage. Workshops covering municipal administration for

representatives from all Villages could be an effective means of improving the capability of BACOG Villages while achieving a degree of uniformity throughout the area. Joint purchasing and sharing of resources may be highly advantageous to all Villages in the Barrington area.

### **Water and Waste Water Service**

The operation of an area-wide sewage disposal system is not based upon political boundaries, but rather upon the configuration of natural drainage basins (see [Figure 2, Flood Plain Map](#)). The “Flint Creek” basin is very similar in size and shape to the recommended configuration of the Village of Barrington itself. Though the present site of the sewage treatment plant could accommodate additional capacity, it is unlikely that the expense related to the pumping stations and interceptor sewers would justify extending the system beyond the limits of the Flint Creek basin.

The Village water supply is provided by four (4) shallow wells of 3000 gallons per minute total capacity. In addition, the Village has ground storage for 1.5 million gallons and 1.9 million gallons of elevated storage. The Village is exploring options to manage high iron levels within the shallow wells.

It is the policy of the Village NOT to extend water and sewer beyond its corporate limits, unless there exists a special purpose, district or another municipality with which to enter into contracts specifying terms of payment as well as land use restrictions.

A Wastewater Treatment Plant Capacity Analysis was prepared by Baxter and Woodman Environmental Engineers in January 1989. The study indicated that the hydraulic capacity of the present facilities is adequate for the average flow from both the present population and the growth projected by this comprehensive plan.

### **Recycling and Refuse Collection**

Refuse collections should continue to be provided through independent agreements between the Village and private scavengers. However, area-wide planning should be intensified with regard to recycling, the location, operation and ultimate capacity of waste disposal sites and cooperative efforts for waste conversion to alternate uses.

### **Fire Protection**

In the foreseeable future, it would appear that the Village of Barrington would continue to provide fire, EMS, and specialized rescue services to the Barrington Countryside Fire Protection District. As a member of BACOG, the Barrington Area Council of Governments and the Village should encourage an expanded use of neighboring fire departments in the form of automatic aid on an initial responses basis as a means of containing rising costs and improving services to the entire Barrington area. The Barrington area will encourage maintenance of a combination of a paid-on-call and full-time staffed fire department. The Village of Barrington is committed to providing the highest quality emergency service that the budget will support.

### **Police Services**

There are several aspects of law enforcement, which could be provided by the Village of Barrington to adjacent municipalities. Due to the significant cost of equipment, personnel and training, etc., the economic feasibility of an area-wide police force should be considered. Shared services on an individual municipal basis can be continued and/or expanded, if economically feasible, for the following services:

***Communications and Dispatching:*** As a means of meeting the higher level of service demands and mandates of law, the Village of Barrington should continue to explore and expand the regional dispatch concept for both police and fire service. As the electronic industry makes new technological advances, it is suggested that the Village take advantage of the shared costs associated with a regional dispatch center to keep the equipment state-of-the-art, the facilities modern and staff at the optimal levels.

***Training:*** Training between Village of Barrington Police, Fire and Public Works departments, as well as outside agencies, should be encouraged in order to maintain the highest standards of public service, utilizing state-of-the-art techniques and area resources to meet those unusual service needs. Training between the Fire Department and the Police Department should be encouraged in order to maintain the highest standards of public service, utilizing state-of-the-art techniques and preparation.

***Patrols:*** As in the case of Inverness, the Village of Barrington could provide a regular patrol service under contract to other Villages.

***Facilities:*** The facilities of the Barrington Public Safety Building might be utilized by other Villages for the temporary detention of such persons who cannot be taken directly to county detention facilities.

***Equipment Purchase:*** The collective purchase of expensive and sophisticated equipment such as police cars, fire engines, ambulances, electronic equipment, arms, etc., should be continued and encouraged to reduce the cost to all participants whenever possible.

## **Recreation**

The most desirable alternative for providing local park and recreation services is that of a single park district for the entire BACOG area. This need is acute outside the Village of Barrington, where there is a great disparity in the amount, quality and availability of park and recreational opportunities, and within Village limits where disproportionate costs are borne by Village residents. Intergovernmental services do not adequately meet current or future needs for parks and recreation. The Village supports the consolidation of Park Districts in whole or in part within the BACOG area.

Cooperation among neighboring communities will be especially crucial to implementing bikeway routes and greenway corridors and open space acquisitions. A 1997 study (discussed in more detail in the Transportation Chapter of this plan) recommends that an additional 13 miles of bikeways be constructed within the Village of Barrington. It will be of benefit to the entire region for neighboring communities to coordinate their efforts in this regard, so that a regional network can ultimately be created.



## CHAPTER 5

### LAND USE

The Village of Barrington encompassed nearly 2,460 acres within its Village limits in 1999. The largest single land use type is single family residential, which accounts for nearly half of the total land area, as identified in Table 4, Land Use Percentage. This Chapter addresses projected land use and population within the ultimate limits of Barrington, evaluation of the area's natural resources, preservation of historic places and the suitability of land for development, and the identification of land area to be withheld from development as public or private open spaces for conversation and recreation.

#### LAND USE PLAN

Expansion of the Village as described in Chapter 3: Municipal Boundaries, coupled with use of developable sites as proposed in the Chapter 11: Special Planning Area, would result in the distribution of land uses as depicted in Figure 3, Land Use Plan. These projections are included in Table 3, Special Planning Areas – Land Use Projections. Projected population increases related to proposed future residential development are contained in Table 2, Special Planning Areas – Population Projections. The plan for future land use is based on two principles. First, the pattern of existing land use should serve as the basis for future land use in developed portions of the Village. Second, specific direction regarding discrete land use issues should be taken from recent planning studies. The following are the land uses identified on Figure 3, Land Use Plan.

##### *Single-Family Residential:*

This land use makes up the largest portion of the Village of Barrington, and has the least potential for new development due to the few remaining undeveloped residential properties. It is imperative that development and/or redevelopment of single-family residential uses be compatible in scale and appearance with existing homes. New residences and renovations shall also respect the surrounding character, architecture, scale, historic nature and natural resources.

Single-family development should be consistent with the provision identified in Chapter 3; Municipal Boundaries, relative to lot size. Siting of residences should be encouraged in order to preserve open space.

##### *Multi-Family Residential:*

This land use is scattered throughout the Village and makes up a minor portion of the Village. Although, the Village recognizes a need for this land use, it is recommended that future multi-family development be encouraged in the Village Center.

##### *Commercial (Retail / Office):*

Appropriate uses for this land use are convenience goods and services as well as highway-oriented uses. This land use provides the opportunity to diversify and strengthen the economic base of the Village as well as provide additional employment and shopping opportunities

##### *Mixed Use (Retail / Office / Residential):*

This land use encompasses the largest portion of commercial land uses within the Village of Barrington, which includes the Village Center. This land use provides the opportunity to diversify and strengthen the economic base of the Village. The Village Center Master Plan has been created to provide for and encourage redevelopment opportunities within the Village Center, which in turn will provide additional employment and shopping opportunities. Development and/or redevelopment within this land use should take into consideration the Village residents' and surrounding residents' shopping and professional office needs. Historic preservation of the existing structures should also be taken into consideration when developing or redeveloping within this land use.

*Office / Research:*

This land use includes areas for large office and research complexes or locations for corporate headquarters in a campus-like setting. These areas may not have a high volume of customer traffic, but may be labor intensive and employ a large number of people. Therefore, particular attention must be paid to potential traffic concerns. Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments provided care is taken to preserve and protect these features.

*Office / Research / Industrial:*

This land use includes areas for large office and research complexes or locations for corporate headquarters in a campus like setting. These areas may not have a high volume of customer traffic, but may be labor intensive and employ a large number of people. Therefore, particular attention must be paid to potential traffic concerns. Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments provided, care is taken to preserve and protect these features. The Village has a very limited amount of industrial uses. These uses should be protected and maintained in order to provide a balance of land uses within the Village. This type of use also provides for diversity in economics as well as housing needs.

*Public/Institutional:*

This land use encompasses public buildings, such as government offices, post offices, schools, libraries, and quasi-public uses such as churches. The Village of Barrington encourages government offices to remain in or near the Village Center. Since these uses promote a high volume of traffic, pedestrian as well as vehicular, particular attention should be paid to the development of adequate parking facilities and pedestrian and bike connections.

*Open Space:*

This land use includes both publicly and privately owned properties. Open space areas should be maintained and expanded to enhance the character of the community. Open space could be integrated with existing and proposed land uses. Dedications to a tax-exempt, not-for-profit, or municipal entities should be encouraged as part of the development process, in order to expand passive recreational opportunities. Areas of land designated as flood plain or wetlands should be protected from development. Bike and pedestrian ways should be encouraged throughout this land use.

The following recommendations and policies should be encouraged when associated with the development or redevelopment of property within or surrounding the Village of Barrington:

1. Establish impact fees so that new development pays for the increased public services and infrastructure required to serve the development.
2. Reduce the land use impact of commercial/industrial uses adjacent to residential properties by requiring adequate setbacks and landscape buffering (screening) between commercial/industrial uses, including parking lots and residential properties for new development, additions or renovations.
3. Maintain an appropriate balance between the amount of residential, commercial and industrial zoned land.
4. Promote land use patterns that support alternative modes of transportation such as walking, biking, bus or train travel.
5. Encourage subdivisions with “clustered” homes on smaller lots on a portion of the site in exchange for preserving large areas of open space.
6. Encourage all new subdivisions to provide sidewalks and/or bike paths which are connected to a Village-wide network of sidewalks and bike paths whenever possible, in particular, Special Planning areas; 11, 12, 13, and 9. This shall also apply to any property, which is developed or annexed for development not previously indicated.
7. When considering zoning changes and special uses, including planned developments, assess the impacts the development will have on adjacent properties, including unincorporated properties where current neighbors (and potential future residents) of the Village live.
8. Control growth by establishing maximum percentages of impervious surface allowed for new development, limiting development in areas which experience storm water drainage problems, and encouraging developers to preserve open space, natural areas and trees.
9. Encourage multi-family residential development in, or immediately adjacent to, the Village Center, and more affordable senior housing throughout the Village.

10. Provide consistent enforcement of zoning and property maintenance regulations.
11. Ensure that new development occurs on a limited, manageable scale.
12. Ensure that new development is aesthetically pleasing and contextual.
13. The Village Center should focus on providing both unique and convenience-related “niche” uses, especially close to the METRA train station.
14. New office development should reflect current market projections.
15. Areas zoned as ORI (Office /Research / Industrial) should be developed within an appropriate mix of office and other complementary uses.
16. The Village Center is a suitable location for low-rise townhouse or condominium development.
17. Due to a weak industrial market, reuse of industrial properties for mixed-use development is suggested.
18. The current market potential for 60 to 100 suite-type hotel rooms can be accommodated with one hotel development.
19. As there is no apparent market for “factory outlet”-type stores in the Barrington area, this retail development type should not be pursued.

## **ECOLOGY AND LAND SUITABILITY**

Ecology refers to the total pattern of relationships between organisms and their environment. It is especially concerned with the natural factors of climate, geology, physiology, hydrology, pedology, vegetation and wildlife. In pursuit of a quality environment for the Barrington area, it is essential that a desirable blending of these factors be granted high priority and that citizen involvement in conservation issues should be encouraged.

Serious constraints on land use must be initiated along Flint Creek near the western Village limits, in the vicinity of Cuba Marsh north and east of the Village, in the vicinity of Baker’s Lake, and in other scattered smaller areas of low elevation.

The following objectives regarding ecological issues shall be adopted by the Village of Barrington and utilized when associated with the development or redevelopment of land within, or surrounding, the Village of Barrington:

1. Review storm water standards for new developments to determine if there are areas where limitations need to be imposed.
2. Encourage new development to limit impervious surfaces when feasible, especially in areas which already experience drainage problems.

Interpretation of data from Lake County leads to specific findings for the Lake County portion of the Barrington area:

1. Most land is considered suitable for agriculture. The major exception is that area occupied by Cuba Marsh (near Cuba Road and the EJ&E Railroad). Two smaller areas occur on both sides of Illinois 59 south of Illinois 22, and along Flint Creek immediately north of Northwest Highway.
2. A substantial number of areas are considered to have severe limitations for urbanization (see [Figure 2, Flood Plain Map](#) and [Figure 4, Soil Map](#)). The two principal concentrations are along the south and north branches of Flint Creek, and in the general vicinity of Cuba Marsh (including much of the land now occupied by the Fox Point subdivision).
3. Hazards due to wetness are generally confined to the floodplains of watercourses and to the Cuba Marsh area.

Other sources of ecological information are available. Please contact the Village of Barrington, Citizens for Conservation, the Nature Conservancy, Lake County Regional Planning Commission, Northeastern Illinois Planning Commission, US Department of Agriculture or the US Soil Conservation Service for further information regarding plant materials and wildlife habitat improvements in, and around, the Village of Barrington.

## OPEN SPACE SYSTEM

Open space is a cherished characteristic of the Barrington area. Because of the proximity of open space to the center of, and surrounding Barrington, it has been a prime contributor to the combination of small town and countryside living unique to the Village.

As a matter of principle, open spaces should form an inter-connected natural system woven throughout the Village and adjacent areas (see [Figure 5, Wetlands Map](#)), with highest priorities being placed on resource features rather than merely on recreational potentials. For that reason, wetlands, watercourses, wooded areas and wildlife habitats should be given primary consideration. For planning purposes, the potential open space system of the entire Barrington area should be divided into primary, secondary and tertiary environmental corridors. The primary environmental corridor would be that which is related to the Fox River, such as Spring Creek and Flint Creek. Tertiary corridors would generally follow the smaller tributaries of such creeks.

In keeping with this approach, preservation is recommended for the major open spaces listed, as follows, in order of priority:

1. *Bakers Lake* is the Village's primary resource. This lake is home to many forms of indigenous plant and animal life. In particular, it is the home of the great blue heron. A primary objective of this lake is to complete a link in the open space system around the eastern and southern boundaries of the Village.
2. *Cuba Marsh* is equally important to the Village of Barrington and even more so to the Barrington area as a whole. It is located along Cuba Road northeast of the Village, partly in unincorporated Lake County and partly in the Village of Deer Park. It is the most important ecological micro-system within the influence of the Village, north of the county line. Cuba Marsh, together with Bakers Lake, Thunderbird Country Club and Deer Park Forest Preserve, form a complete environmental corridor around the eastern half of the Village.
3. The *Flint Creek Corridor* provides similar, though less extensive opportunities to create an open space around the western side of the Village. Nevertheless, a coordinated effort initiated by the Village in cooperation with the Village of Barrington Hills, the Village of Lake Barrington, and the Barrington Area Council of Governments can achieve major benefits. Steps should be taken to protect the watercourse and its shorelines as it passes along the western Village boundaries from Hawthorne Lake.
4. *Thunderbird Country Club*, although owned privately, provides a link to the environmental corridor surrounding the eastern half of the Village. This area should be maintained as open space and should be protected from potential redevelopment beyond existing recreational purposes.
5. Wetlands, as defined by [Figure 5, Wetlands Map](#), but not falling within the previous corridors, are also worthy of preservation. These wetlands can be preserved in much the same way as the small lake and park area currently located in Fairhaven Estates or as part of a public open space acquisition program.
6. Open space can be developed and maintained, outside of the core area, in Neighborhoods 1, 2, 3, 6 and 18, and the 180 foot deep strip commercial area along US Route 14, by requiring that all storm water detention basins be located within grassed areas and not within parking lots. Consideration should also be given to amendments to the storm water detention regulations.
7. Consideration should be given to preserving the countryside and open space characteristics of the Village when approached from the north and south on Route 59 and Barrington Road, as well as from the east and west along Main Street (Lake/Cook Road).

## CHAPTER 6

# VILLAGE CENTER

The Village Center is a thirty-seven (37) block mixed-use area containing a range of retail, service, office, institutional, and residential uses, as shown on Figure 6, Village Center Master Plan. It is located adjacent to Route 14 (Northwest Highway) on the north and east, and is bounded by the EJ&E railroad tracks on the west, and Lake Street on the south. Route 59 (Hough Street) runs through the Village Center.

The Village Center's commercial core runs north and south along Hough Street as well as east and west along Main Street. Two-story buildings and small shops along these arteries and on Cook Street have established a small town heritage "Main Street" character for the area. A portion of the Village Center is located within the National Register Historic District.

The Village Center should create an environment which encourages social interaction from which grows the sense of community, the building of an identity that spurs group actions which further define the community. The Village Center must satisfy functional needs, but also raise daily human activity to a level of human interaction. The Village Center will have succeeded in serving its role in the community when it is not just a place to function, but truly a place for people to enjoy the benefits of civic life. The development of a community center, which would facilitate and encourage social interaction among the community itself as well as surrounding communities, should be strongly encouraged.

The Village Center contains a variety of functions, including retail operations such as specialty and gift shops, a major supermarket, and a multitude of apparel, jewelry, home furnishings stores and restaurants. Automobile dealers and services stations continue to thrive in the Village Center and have become a destination for shoppers. Although there are several nationally known retailers, the small town character is well balanced by the large number of local businesses. A wide range of personal service businesses compliments the retail functions in offering the opportunity for the face to face exchange of goods and services.

The Village Center combines a diversity of elements and activity generators, which serve as community anchors. The Village Hall, Catlow Theater, Barrington Area Historical Society, Chamber of Commerce and Barrington Arts Council help to reinforce the identity of the Village Center. To balance the mix of uses, office space is available and encouraged, from a few hundred square feet in older historic buildings to large blocks of contemporary office space in new or completely renovated structures. Office uses generate daytime activity, which supports the retail base. This use should be developed as part of mixed-use developments on underutilized sites. Second floor use should be encouraged.

The central location of the train station provides many area residents the convenience of a commuter rail link to Chicago's Loop, as well as housing opportunities within walking distance. As an activity generator, the Village should create pedestrian linkages to the central business core and residential neighborhoods.

Retail establishments in the downtown primarily serve the convenience shopping needs of residents from the BACOG area. The demand for major comparison goods is more frequently satisfied at one of the regional shopping malls located within ten miles of the Village Center. With the trend for retailers to locate closer to their customers, the Village Center can provide the opportunity to attract more comparison goods retailers.

In order to fulfill the Village objective of increased tax revenue, additional development opportunities should be encouraged, particularly the expansion of commercial/retail floor area. This effort will support the established land use pattern and protect the Village from competing strip shopping centers and regional malls created or proposed adjacent to the Village boundaries, which could potentially erode the strength of the Village Center.

In an effort to protect the commercial base of the Village Center, four areas have been identified as having potential for development: (1) The triangle area (Special Planning Area 1), bordered by Hough Street on the east, the C&NW railroad to the south, the EJ&E railroad to the west; (2) The South Cook Street area (Special Planning Area 2), bordered by Hough Street on the west, Park Avenue to the north, Summit Street to the east, and Lake Street to the south; (3) The North Cook Street area (Special Planning Area 3), principally occupied by the Motor Werks facility; and (4) The North Hough Street Business District (Special Planning Area 29), bounded on the east by Hough Street, to the south by the EJ&E railroad, Langendorf Park to the west and Lions Office Building to the north. The four redevelopment areas mentioned above have been designated as Business Districts under Illinois Revised Statutes, Chapter 24, Division 74.3 for redevelopment purposes. The Village adopted Ordinance 92-2416 on November 9, 1992 establishing said business districts, as shown on Figure 10, Downtown Business District Plan.

The Village Center boundary expansion is limited by abutting quality residential and institutional uses. The redevelopment of vacant and under-utilized parcels as well as adaptive reuse of older structures provides an opportunity to meet future needs within the Village Center. The intensity of development is limited by the importance of maintaining the pedestrian scale and small town character of the Village Center. This requires new construction or redevelopment projects to contextually fit within the surrounding architectural scale of the area.

### **Village Center Master Plan**

The Village Board of Trustees has adopted the “Village Center Master Plan”. This Plan was created in order to facilitate the revitalization of the Village Center through the enhancement of the streetscape design and development opportunities. The Plan divides the Village Center into four (4) quadrants by Hough Street and Main Street, which run north-south and east-west, respectfully, through the Village Center. These areas consist of the Northwest, Northeast, Southwest, and Southeast quadrants. This document (1999 Comprehensive Plan) acknowledges and accepts those recommendations established within the Village Center Master Plan and incorporates them fully in this chapter.

#### Northwest Quadrant

A plan for Redevelopment Area No. one (1) (Special Planning Area 1) should be implemented. The plan should focus on the placement of retail buildings along Hough Street, with residential and/or office use above. The plan should also identify shared parking areas, stormwater detention, a village green, new street connections, and architectural elements consistent with the Village Center.

Consideration should be given for a pedestrian crossing of the Metra railroad tracks which connects the Ice House Mall and Jewel-Osco with Redevelopment Area No. one (1) as well as the installation of a transfer platform if the EJ&E becomes a commuter rail line.

The Barrington Area Historical Society’s development “Old Barrington Center” should be encouraged and maintained with distinctive signage and gardens. The adjacent area should also be enhanced with additional parking, fencing and landscaping improvements.

A landscaped Village Center gateway along Main Street, west of the EJ&E railroad tracks and on the southwest corner of Hough Street and Route 14 should be implemented.

#### Northeast Quadrant

Parking lot improvements to the lot at the southeast corner of Hough Street and the EJ&E railroad tracks should be considered as well as the construction of a two-level parking garage with above ground-level retail at the northeast corner of Cook and Chestnut Streets. This facility would be shared by area businesses for employee and shopper parking.

The installation of two new traffic signals should be considered at Hough and Liberty Street and Main and Cook Street.

A landscaped Village Center gateway at the southeast corner of Hough Street and Route 14, and the northwest corner of Main Street and Route 14 should be implemented.

#### Southwest Quadrant

Consideration should be given to the redevelopment of the property located at the southwest corner of Hough and Main Streets. This site should be redeveloped as a retail commercial building and shall be positioned toward the intersection with parking located behind and/or to the side of the building.

The extension of Applebee Street south of Main Street to Station Street should be considered. This would cause the need to implement diagonal parking and access restrictions for the adjacent businesses. Diagonal parking should also be considered along the north side of Station Street, west of Hough Street.

A landscaped Village Center gateway on Main Street, west of the EJ&E railroad tracks, and on the northwest corner of Hough and Lake Streets should be implemented.

#### Southeast Quadrant

A plan for Redevelopment Area No. two (2) (Special Planning Area 2) should be implemented. The plan should focus on creating a mixed-use development for the entire block, except for the buildings along Main Street. Retail shall be allowed at the ground level and office or residential above. An underground parking deck should also be considered for incorporation into this development. As an alternate to the mixed-use development, one-story retail development of the south and west sides of the block should be encouraged. However, if the buildings are three stories, then the third story should be stepped back from the street fronts.

This plan shall encourage the adaptive reuse of the existing bank building and facade, and limit curb cuts on Station and Cook Streets to internal parking and service areas only while allowing a shared service drive within the block. Provided the entrance is not realigned to Station or Cook Streets, a decorative architectural arch over the service alley entrance on Hough Street should be encouraged.

This plan shall also encourage a small pedestrian plaza at the northwest corner of Station and Cook Streets, wider sidewalks along Hough, Station, and Cook Streets, and diagonal parking spaces along Cook Street.

The redevelopment of the northeast corner of Cook and Lake Streets with a new one or two-story retail building should be considered as well as the redevelopment of the southwest corner of Station Street and Grove Avenue with a two-level, employee and shopper parking deck. The first level would be below grade with access from Cook and Station Streets. The second level would be at grade with the Harris Bank building with access from Grove Avenue. Redevelopment of the southwest corner of Main Street and Route 14 with one or two new retail buildings and shared parking should be considered to enhance the eastern gateway to the Village Center.

Consideration should be given to the long-range opportunities of using the Metra commuter parking lots on the north side of the railroad tracks for a mixed-use retail and residential development with commuter parking.

A landscaped Village Center gateway at the northeast corner of Hough and Lake Streets, and the southwest corner of Main Street and Route 14 should be implemented.

#### **Access and Circulation**

Illinois Route 59 is the primary north-south artery, which travels through the center of the Village of Barrington. The Illinois Department of Transportation (I.D.O.T.) has classified Illinois Route 59 a Strategic Regional Arterial (SRA) and has recently completed a study which indicates the need for roadway widening to five (5) lanes with improved turn lanes at all intersections. The Village is strongly opposed to widening Route 59 through the downtown because of the tremendous negative impact it would have on the historic district, adjacent neighborhoods, the Village Center and the established infrastructure. The Illinois Department of Transportation has therefore cited an additional option in their SRA study, which is an Illinois Route 59 bypass that requires the development of a feasibility study.

A Route 59 bypass would improve traffic flow through the Village Center. It would reduce cut through traffic in many residential neighborhoods, reclaim the business district from a parking and pedestrian standpoint, and re-route undesirable truck traffic. It is anticipated that any bypass option evaluated would include grade separations at all



railroads. The grade separations provide more effective public safety response and allow for safe pedestrian passage under the tracks.

### **Design Guidelines**

The enhancement of the streetscape is an integral component of a comprehensive effort to maximize the development potential of the Village Center as well as its quality of life benefit to community residents. Making the Village Center an attractive and inviting place to be is part of the overall strategy for improving the area, and streetscape improvements are an essential element of making the Village Center attractive.

The ability of the Village Center to attract and enhance human activity is directly related to the quality of the streetscape. The streetscape is composed of all of those elements and characteristics which define the public rights-of-way, including buildings, trees, paving, signs, etc. The objective of the streetscape design is to create a harmonious and strongly attractive pedestrian environment. It is recommended that any improvements to the streetscape conform to the design guidelines of the Village Center Master Plan.

The wrought iron fencing elements and landscaping should be introduced to screen the view of parking areas. Appropriate signage must conform to the design standards in the Village Center Master Plan.

Similarly, utilitarian elements, such as dumpsters, should be screened from view along the public right-of-way by landscaping, walls or fences, which relate to the adjacent building surfaces in scale, color and material. Decorative streetlights will be installed using double acorn decorative standards on the primary streets (Hough and Main Streets) and single light fixtures on secondary streets.

Removal of utility and overhead obstructions, wherever feasible, should be initiated as part of a streetscape improvement program.

### **Facade Improvements**

The older buildings in the Village Center, particularly in the original core area (southeast quadrant) account for much of the charm and identity of Barrington. The scale, architectural styling and details add a richness and personality to the streetscape. Some of the older buildings, however, are in need of corrective and preventive maintenance. Others have lost some of their character due to inconsistent efforts to modernize them. Regardless of adaptive reuse of older structures or new development, the following general guidelines for improvements should be considered in the review process.

1. The street level should be open and inviting with attractive, up-to-date and uncluttered window displays. Doors and storefronts should have large glass areas, be appropriately proportioned to the architecture of the building and have attractive lighting.
2. The integrity of wall materials should be maintained. Synthetic materials, which lack durability, compatibility with the architecture of the building, or the texture of original materials should not be allowed. Masonry should not be painted or sandblasted but rather cleaned with non-destructive techniques. Previously painted masonry could be painted where this is necessary to preserve the structural integrity of the masonry surface.
3. Signage should be carefully controlled, particularly in the retail core. Signs should be used for identification, not advertisement. They should be scaled for readability by pedestrians. They should be placed within the frieze of the building as individual letters or within a background wooden frame; on the fascia or canopies or valance of awnings; or on the upper portion of large windows. Temporary signs should be kept to an absolute minimum. Second floor tenants should have pedestrian-scaled signs adjacent to the first floor entry door. No signage should be approved above second story windowsills.
4. Style and cadence of windows should not be changed. Filling in window or door openings with solid materials is inappropriate to the style of the building; it could be employed but should be proportioned

to fit over the opening. Openings that must be closed for functional reasons could be covered by shutters or opaque glass, which would maintain the integrity of the opening.

5. Properly proportioned and maintained awnings and canopies provide shelter from the elements and help to define the pedestrian space. They shield window displays from the negative effects of the sun and can contribute to the continuity of the shopping experience along multiple building facades. Proportions from awnings and canopies should be appropriate to the architecture of the building and materials should resist fire, fading and wear.
6. Colors should be limited in number and intensity and enhance the architectural character of the building.
7. Heating, ventilating and air conditioning units (HVAC) on rooftops should not be visible from public rights-of-way. Existing units should be landscaped or screened by solid continuous wooden fence painted or stained to minimize the visual appearance of these units. HVAC units at ground level should be landscaped or screened, as should dumpsters and other utilitarian elements. Wherever possible, telephone, utility and other lines should be consolidated and should be brought in underground or from the rear of the building in the least conspicuous manner. Transformers, utility panels and other such utilitarian elements should be painted to blend into the wall or background of the building of which they are a part. Parking areas should be screened as noted under streetscape design and paved pedestrian areas and landscaping should be introduced to soften the visual impact of the paved area.
8. Rear entries should be screened, landscaped and maintained to encourage people to enter directly from rear parking lots. Subdued signage, doors with large open glass area, pedestrian scale lighting and other design techniques should be used to enhance these alternative entries to commercial properties.

### **Tax Increment Redevelopment Project**

On February 28, 2000, the Village of Barrington Board of Trustees passed ordinances to designate an area within the Village Center as a Tax Increment Financing Redevelopment Project Area. This project area commenced in February 2000 and will end in February 2023. The Project and Plan has been prepared in accordance with the provisions of the Illinois Compiled Statutes, Chapter 65, Act 4, Section 11-74.4-1, et. seq. as amended.

The Tax Increment Redevelopment Project is intended to guide improvement and activities within the designated project area in order to stimulate private investment. The goal of the Village, through the implementation of this Redevelopment Plan, is that the entire project area be revitalized on a comprehensive and planned basis in order to ensure that private investment in rehabilitation and new development occurs in the following manner:

1. On a coordinated rather than piecemeal basis to ensure that the land use, access and circulation, parking, public services and urban design systems are functionally integrated and meet present-day principals and standards, and
2. On a reasonable, comprehensive and integrated basis to ensure that conservation area factors and the presence of blight are prevented or eliminated, and
3. Within a reasonable and defined time period so that the area may contribute productively to the economic vitality of the Village.

The EJ & E Railroad bound this Redevelopment Project Area on the west, Station Street, Lake Street and Main Street on the south, Northwest Highway, Cook Street, and North Avenue on the east, and Main Street, Franklin Street, Washington Street, Liberty Street, and the EJ & E Railroad on the north (see Figure 11, Tax Increment Financing Redevelopment Project Area Boundaries).

## CHAPTER 7

### HOUSING

The continuation of Barrington's traditional role of a predominantly residential Village is important. It is a natural role because of accessibility, employment opportunities and daily services of all kinds, as well as its continued potential for balancing the tax base of the community in which it serves as a focal point.

The age characteristics and cost of housing are more diverse in Barrington than in adjacent suburbs. Since 1970 the statistical profile of Barrington households is typified by the following: a reduction in the average number of persons per household; a decreasing percentage of rental units; and increasing housing costs.

Eight specific housing objectives are adopted:

1. Existing neighborhoods should be enhanced and protected from the encroachment of incompatible non-residential activities with appropriate buffers from both new non-residential development and improved existing non-residential development, so as to achieve maximum balance derived from the existing range of living environments and housing types.
2. Existing housing should be preserved wherever possible; "teardowns" (removal and replacement) are strongly discouraged, but if necessary to be done in appropriate styles, character and scale with surrounding neighborhoods.
3. Actions should be taken to assess the demand for, and to provide special housing types that are responsive to the needs of all groups of citizens particularly the elderly, singles newly married couples, and families of moderate income. Special programs, such as Public Housing Programs, Section 8 Programs, Home Owner Assistance Programs, and Rehabilitation Programs, exist for low-income families who are hindered by circumstances beyond their own control, (e.g., catastrophic illness, death, divorce), especially those who are indigenous to the Barrington area. Continued cooperation with the Lake County Housing Authority and additional efforts with other non-profit sponsors is encouraged so as to provide some scattered-site, unobtrusive housing for these persons. The Village of Barrington shall support Intergovernmental Shared Senior Housing Programs which coordinate living arrangements for two or more unrelated persons residing together, each having private space and sharing common areas.
4. In-fill housing development opportunities should target the aging population.
5. In areas, which can be provided with effective municipal sewer and water utilities, undeveloped single-family residential areas to be annexed should not be more than approximately 2.1 units per acre (excluding rights-of-way and detention areas). Developments should be encouraged to preserve open space and reduce infrastructure impacts. Where appropriate, the "cluster" technique could be used to accomplish this. However, the "cluster" design should not become the standard for all residential developments.
6. Increasing local employment opportunities have created jobs for persons who cannot find affordable housing in the area. This creates a hardship for the worker households and contributes to the problems of traffic congestion and pollution. New multiple-family residential areas should be developed within low-scale buildings (preferably townhouses), at medium densities of 4.5 to 7.0 units per acre (excluding rights-of-way and detention areas), with common open space, regardless of the overall size of the development. Housing opportunities above retail uses in the Village Center could be a viable option and should be developed at a density not to exceed twelve (12) dwelling units per acre.
7. The character of historic neighborhoods should be protected through the enactment of Village Historic Preservation Ordinances and regulation related there to.

8. A Village wide maintenance program should be encouraged in order to ensure compliance with the Village maintenance codes.

Projected population increases related to future housing development, as outlined in the Special Planning Area Chapter to follow, are summarized in Table 2, Special Planning Areas - Population Projections.

## CHAPTER 8

# TRANSPORTATION

Addressing the community-wide need for transportation improvement is usually one of the most challenging aspects of comprehensive planning. In suburban communities, the transportation system is often based on rural or small town development patterns, which are inadequate to serve the scale of suburban growth. Not only have suburban communities grown in population, but also driving patterns have changed, resulting in increased vehicle trips per household or business. Significant modifications to the street system, especially for larger roads, would typically require significant state funding and the participation of IDOT, which complicates local control over transportation. When local political and quality of life considerations are added to the technical difficulties in improving the transportation system, the prospects for making major changes to the system become quite remote.

The growth of the Barrington area is a classic example of suburban development outstripping the capacity of the transportation system. Three major highways, which carry significant local and through traffic, run through the heart of the village. These highways are 1) Hough Street (Illinois Route 59); 2) Main Street (Lake-Cook Road); 3) and Northwest Highway (Illinois Route 14). In addition to increased vehicular traffic, many residents outside the village use the Barrington Metra Station to access commuter rail service. This brings additional vehicular traffic into the heart of the community during morning and evening rush hour. The increase in automobile and commuter traffic has also impacted the environment for pedestrian and bicycle circulation, especially in the Village Center area.

While the deficiencies in the transportation system have impacted the quality of life in Barrington, making the improvements necessary to resolve these issues would drastically change the character of the community. The impact of major transportation improvements, such as road, on community character is too great to make these large scale projects realistic should be studied and solutions presented. Thus, the thrust of this Chapter is to identify incremental improvements to the transportation system that can be made within the constraints of the system, as discussed above. Toward this end, the following objectives and specific policies regarding mass transit, vehicular traffic, signalization, the local street system, bikeways, and pedestrian enhancements are established to guide future actions.

1. Hough Street and Main Street should not be widened.
2. The feasibility of various solutions for facilitating traffic flow on Hough and Main Streets, and elsewhere throughout the Village, should be explored.
3. The Village should work with Metra and the railroads to provide grade separated crossings where appropriate.
4. The Village should improve traffic safety wherever possible.
5. Establishing truck route restrictions in the downtown area during morning and evening peak hours should be explored.
6. Traffic should be slowed through residential neighborhoods by utilizing traffic calming techniques, and by increasing enforcement of warranted stop signs and speed limits in problem areas.
7. Measures to reduce the frequency of train whistles should be explored and sound buffers between residential neighborhoods and railroad tracks should be created where possible.
8. The need for additional bus service throughout the Village and to other suburbs should be ascertained, and new developments with a high concentration of residents and/or employees should provide access to transit facilities.
9. A continuous network of sidewalks throughout the commercial areas of the Village, and other areas such as pedestrian corridors to schools and institutional uses, parks and Village Center, should be provided to increase pedestrian movement. New developments should be encouraged to install sidewalks and bike paths within the site and to connect to existing sidewalk and bike path networks wherever possible.
10. Grade separated railroad crossings for pedestrians and bikers should be explored.

11. A village-wide bikeway system should be developed to connect group destinations and provide links to regional bikeways.
12. Pedestrian right-of-way crossings should be clearly indicated and strictly enforced at intersections throughout the village.
13. A comprehensive Village Center parking plan should be implemented to meet the needs of shoppers, employees, commuters and residents.
14. Public parking lots should be well marked, accessible, attractive and safe. Improved signage should be provided at underutilized public parking lots.
15. Reliance on driving for short trips should be reduced by promoting land uses and streetscape elements which create a bike- and pedestrian-friendly environment.
16. The Village should improve streets in a timely and efficient manner.

## **MASS TRANSIT**

Through the support of mass transit as an alternative to automobile dependence for both commuting and trips within the Village, air quality in the Barrington area can be improved. Because of impending pressures placed upon the METRA station in Barrington by continued development in the region, it is the Village of Barrington's recommendation that the pursuit of alternative stops and facilities be inaugurated to the north and south of the Village on the Union Pacific railway. Access to either station by residents living north of the Village would be enhanced offering alternatives to the increasingly congested Village station. However, a study must first be conducted to determine the true necessity and appropriate location of a second Metra station for the Barrington area.

To reduce commuter vehicle traffic, it is the Village of Barrington's recommendation that PACE establish either contracted or direct services to a broader coverage area, especially to Tower Lakes, Lake Barrington Shores, Lake Zurich, Deer Park and South Barrington. Buses should originate and terminate at the Village Station only. The Village shall continue its efforts in providing affordable public transportation for the senior citizen population such as the Dial-A-Ride program and other similar programs.

The Village of Barrington opposes any attempt to provide commuter service on the EJ&E line. The EJ&E rail lines should be encouraged to move underground if commuter service is established.

## **VEHICULAR TRAFFIC**

The volume of traffic, particularly on Main and Hough Streets, has been a major concern of Village residents for many years. A considerable amount of this traffic is regional in nature and therefore, significant improvements can only be achieved through regional approaches. To help alleviate the traffic problem on Hough Street, the Village of Barrington recommends that the Illinois Department of Transportation continue to explore the northerly extension of Illinois 53 beyond Lake-Cook Road.

Even with the completion of regional roadways, a heavy concentration of traffic will continue due to growth in the immediate area and the existing barriers to movement. Movement must be accommodated efficiently to serve existing businesses and to provide safe vehicular and pedestrian accessibility for Barrington area residents. Alternate traffic solutions including selected intersection and roadway improvements and routes should be explored and studied.

The Village of Barrington recommends that control of Main Street (Lake-Cook Road) within the Village limits are turned over to the Village.

The Village should ensure proper improvement and development of streets within existing and proposed subdivisions, including sidewalks, street trees curbing and drainage.

## **BY-PASS FOR ILLINOIS ROUTE 59**

Illinois Route 59 is the primary north-south artery that travels through the center of the Village of Barrington. The Illinois Department of Transportation (IDOT) has classified Illinois Route 59 a Strategic Regional Arterial (SRA) and has recently completed a study which indicates the need for roadway widening to five (5) lanes, with improved turn lanes at all intersections. The Village is strongly opposed to widening the road through the downtown because of the tremendous negative impact it would have on the historic district, adjacent neighborhoods, the Village Center and the established infrastructure. The Illinois Department of Transportation has therefore sited an additional option in their SRA study, which is an Illinois Route 59 bypass that requires the development of a feasibility study.

Over the next two (2) years (1999-2001), the Illinois Department of Transportation, Lake County, Cook County and the Village of Barrington will be working together on the feasibility study, which is the first step in the bypass process. The study will analyze bypass options, which utilize both existing roadway facilities as well as new facilities for the relocated Illinois Route 59.

Once the bypass location is determined, the next steps include Phase I and Phase II engineering land acquisition, followed by construction. The funding mechanisms for this project have yet to be determined. The Village believes that a bypass of Illinois Route 59 will provide relief of local and regional traffic congestion, while preserving the viability of the Village Center and ultimately the Village of Barrington.

The Village recommends that Route 59 be divided into two routes. Hough Street will continue to exist through the Village Center, and the proposed Route 59 would then become the bypass as proposed in the paragraphs above.

## **TRAFFIC SIGNALIZATION**

Future signalization may be warranted where two arterial streets intersect or where a collector street intersects with an arterial street (see [Figure 8, Transportation Plan](#)). Existing traffic signals, as well as any future signalization, should utilize the OPTICOM system for ease of ambulance and fire trucks in responding to emergencies.

Specifically, the following signalization improvements are recommended:

1. Install a closed looped signal system at Route 14, Lake-Cook Road and Route 59.
2. Install a signal at Main Street and Cook Street, at the railroad crossing.
3. An “all-red” pedestrian crossing cycle should be considered at Main and Hough Streets during non-peak hours.

## **COMPOSITION OF THE LOCAL STREET SYSTEM**

In order to work toward the overall mission of limited growth and low intensity of development, these recommended street system improvements are purposely geared toward local traffic.

### **Applebee Street**

To help improve accessibility to the Village Center for local residents, it is recommended that Applebee Street be extended southward from Main Street to Station Street. It is recommended that the alignment of Applebee Street be extended northward and should include a below-grade or above grade pedestrian crossing at the Union Pacific railroad tracks to connect with West Liberty Street. A southward extension of Applebee Street should be considered, with vehicular impacts on residential neighborhoods mitigated.

### **Lake Zurich Road**

Lake Zurich Road between Northwest Highway and Cuba Road should be viewed as an element of a collector street system maintained and improved through an intergovernmental agreement. However, the existing intersection at the curve in Northwest Highway is unsafe due to poor sight lines. It is recommended that an improvement to the intersection of Lake Zurich Road and Northwest Highway be considered.



Lake Zurich Road should be extended south and then west to connect to Valencia Avenue, as proposed in the Global Traffic Plan approved as part of the Barrington Senior Living Project. Pedestrian and bike path improvements, as well as rehabilitation of the street should be added to the section of Lake Zurich Road between the Flint Creek Bridge and Cuba Road. Traffic "calming" devices, such as a turnabout (circle) should be considered where appropriate.

#### Route 14

Route 14 is a Strategic Regional Arterial (SRA). A pedestrian pathway and green space buffer should be encouraged along this route, as well as the provision of pedestrian connections. The burying of utilities and appropriate street tree installation should also be encouraged.

### **BIKEWAYS**

The 1997 Barrington Bikeway Study identified "a strategy for the planning and construction of marked bikeway routes throughout the Village. The Village currently has a total of 0.5 miles of bikeways, none of which are marked. The study identifies approximately 13 miles of new bikeways, which would create a network of safe facilities throughout the Village's roadway network. The Village is currently in a position to provide a bikeway system without large amounts of reconstruction and right-of-way acquisition costs. The bikeway facilities provided are off-street bike paths, on-shoulder bike lanes, on-road signed and striped bike lanes, and on-road signed bike routes. The plan is to provide a network of bikeway corridors to encourage bikeway use for the casual user, children, adults and the experienced bicyclist."<sup>2</sup>

The overall goal of the Bikeway Plan is to provide a system of bikeways throughout the Village to fulfill the following community needs:

1. Recreational activity;
2. Provide connections to important community facilities, such as schools, park lands, forest preserves, transit facilities, and residential, commercial and office destinations;
3. Provide connections to regional bikeway facilities, such as the County Bikeway System and adjacent bikeway systems;
4. Providing an alternative transportation mode; and
5. Provide safe bikeways and ensure adequate signage.<sup>3</sup>

Construction of such a bikeway network would facilitate the connection of Barrington to a system of 100 miles of existing and proposed bikeways in Lake and Cook Counties. These bikeways are planned to meet federal and state safety guidelines, and are indicated in Figure 7, Transportation Plan. These bikeways should be implemented, along with a publicity effort to encourage their utilization.

### **PEDESTRIAN ENHANCEMENT**

In both commercial and residential areas, pedestrian accessibility and safety conditions need improvement. "Pedestrians have the right-of-way" is a well-known axiom but it must be translated into design elements in order to change the behavior of the typical driver. In order to provide drivers with the proper design message, this plan recommends that wherever possible, the material of which the public sidewalk is made extend across driveways, driveway aprons and local streets. This would result in pedestrian path materials continuing uninterrupted across curb cuts and intersections in areas where pedestrian movement is of foremost importance.

A number of other small-scale improvements can help reduce conflicts between pedestrians and cars. For example, pedestrian crosswalks should be striped, colored and ADA compliant to alert vehicles of pedestrian use. Signs at appropriate Village approaches should be erected alerting drivers of the need to yield.

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<sup>2</sup> Barrington Bikeway Study (draft), TransSystems Corporation (November 1997).

<sup>3</sup> Barrington Bikeway Study (draft), TransSystems Corporation (November 1997).

Within residential neighborhoods, a variety of traffic devices may be taken into consideration to slow traffic into the residential area, to discourage through traffic, and to increase safety for pedestrians, particularly children at play or on their way to school. Also, any new development should provide sidewalks.

Additionally, in keeping with the recommendations included in the Village Center Chapter of this plan, the following recommendations are incorporated to further emphasize the need for pedestrian awareness:

1. A pedestrian and vehicular linkage across the Union Pacific tracks is recommended at Applebee to encourage safer pedestrian movement in the area.
2. All four quadrants that make up the downtown area should be effectively linked together with pedestrian pathways.

## **VILLAGE CENTER TRANSPORTATION NEEDS**

The Village Center is a unique part of Barrington and has special needs with respect to transportation. These special needs focus primarily on parking facilities and pedestrian/bicycle circulation. The key objectives related to Village Center transportation needs are outlined below.

1. Utilize innovative parking solutions, including structure parking, to help maximize the potential of the Village Center.
2. Promote the "Village Rail Walk," a pedestrian promenade along the railroad right-of-way.
3. Create a system of pedestrian and bicycle routes that effectively connects the Village Center to surrounding residential neighborhoods.

### **Improved Pedestrian Linkages**

A railroad walkway following the railroad tracks could be utilized to attract retail shoppers to areas off of Main Street as well as Hough Street. Pedestrian walkways from Special Planning Area 1 to the Jewel and the Icehouse would be most effective as well as a walkway into Langendorf Park. The Village should contact Metra and/or Union Pacific Engineering Departments as soon as possible to get cost estimates to see how much they are willing to pay towards pedestrian crossings (above and below track level). Signage should be introduced into the Village indicating pedestrian crosswalks. Connections to walkways from outside the Village should be encouraged from the neighboring residential areas.

Key areas for improvements are:

1. Pedestrian underpasses along the railroad tracks in the area of the Jewel, the park and the Icehouse. Improved walkway from the train station to the South Cook Street shops and Main Street.
2. Railroad/Pedestrian walkway.

### **Improved Bike Access to the Village Center**

The existing bike path program, currently underway, should be encouraged and extended through out residential neighborhoods, provided that the locations are not detrimental to the neighborhoods and the design takes into consideration the needs of the residents as well as the Village's desire to link existing bike routes. Design of the bike routes shall also take into consideration the need for public safety and public use. It is recommended that benches and bike racks be installed wherever feasible.

Specific issues for improved bike accesses are:

1. Bike racks and benches in the Village Center.
2. Extensions of existing planned bike paths into residential areas and open spaces.
3. Clear indication at all intersections of the existence of a bike path.
4. A Bike to Retail program should be encouraged.

**MASTER SIDEWALK PLAN**

The Village Public Works Committee has endorsed a Master Sidewalk Plan for the entire Village, which encourages pedestrian linkages throughout. The plan identifies corridors for developer installation or contribution and sets priorities for other sidewalk extensions and installations.

## CHAPTER 9

### ENVIRONMENTAL DESIGN CONTROL

Much of the charm and character of Barrington is the result of quality design and construction of new development, public improvements and rehabilitation/renovation of older properties. Protecting this attractive character depends on maintaining a strong ethic towards environmental design. The following objectives provide overall direction for environmental design in Barrington.

1. Clear and effective design and signage guidelines should be formulated, with one set of standards for the Village Center and a separate set of standards for Route 14. Control of private signs within the Village should be closely regulated and specifications should be kept within the sign ordinance.
2. Special efforts should be made to adopt architecture and design standards for all public buildings. Leadership by Village officials in developing and carrying out environmental design improvements on public buildings and in public areas is important and should serve to encourage similar improvements in business and residential areas.
3. The appearance of signs, buildings and lots along Route 14 should be improved through stronger development standards, stricter enforcement and the gradual elimination of non-conforming uses.
4. The major approaches to the Village of Barrington should be completely developed under a comprehensive beautification program. Once this beautification plan is developed and specific recommendations made and adopted, service organizations such as the Chamber of Commerce and garden clubs should be encouraged to underwrite specific projects according to the specifications set forth in the overall beautification plan.
5. A "Route 14 Beautification Plan" should be developed. Green space and sidewalks should be increased wherever possible along Route 14.
6. Roadway design and standards should be uniform. Deviations should not be permitted except for unusual and exceptional situations justified by the needs of the Village.
7. Residents should be informed about options related to historic preservation, the architectural and historical significance of Village buildings should be ascertained and appropriate historic preservation programs and regulations should be pursued.
8. The Village of Barrington actively supports the presence of landscaping on both public and private property. The Village has been designated as a "Tree City USA" by the National Arbor Day Foundation. Every effort should be taken to preserve key and significant trees (as defined by the Village's Tree Preservation and Management Ordinance) on development sites. Where preservation cannot take place, a replacement and mitigation plan shall be approved and implemented as part of the overall landscape plan. This will be required for development both within and outside the corporate limits.
9. Special consideration shall be given to all developments to ensure that air quality elements are incorporated into development plans. According to the US EPA, the Chicagoland area is a non-attaining air quality region. Therefore, measures for reducing traffic congestion and subsequent measures for air quality mitigation are important for all new development.
10. The Army Corps of Engineers shall be the lead authority on measures taken to preserve and enhance wetlands as they relate to development activity. The Village's Watershed Development Ordinance also addresses

wetlands. Where practical, wetlands shall be retained, preserved, and enhanced in development projects, unless the Village specifically allows removal or relocation.

11. Flint Creek is an important natural resource throughout the Village. While it acts as the Village's main storm drain, it can also provide a wildlife habitat for birds, fish and other macro-invertebrates, and shall be improved or enhanced wherever possible or practical. Special attention shall be paid to stream bank stabilization and the restoration of native species and habitat where practical.
12. Many sites throughout the Village have been subjected to activities that resulted in the contamination of soil and possibly ground water on the specific site. Each development site shall be evaluated for historic contamination and releases. A mitigation plan shall be provided to ensure the safety of residents, the groundwater system, and the storm and sanitary systems throughout the Village.
13. Open spaces should be encouraged when associated with development proposals. Open space areas shall be maintained as natural elements or can be associated with recreational activities where practical. Any natural resources shall be improved or enhanced wherever possible or practical.

## CHAPTER 10

# NEIGHBORHOOD DEVELOPMENTS

Because of the unique character of each of Barrington's neighborhoods, a continued effort should be exerted to maintain the existing scale and character and to minimize encroachment of commercial uses into residential neighborhoods. Redevelopment in the Village Center and other commercial areas is anticipated as population grows. This will create pressures for changes in approved land use. Extreme care is recommended in reviewing requests for such changes.

Specific suggestions for Village neighborhoods are included in the following sections, which should be periodically evaluated and modified to meet the changing needs of the community. Neighborhood extents are indicated in Figure 8. Neighborhood Boundaries.

### NEIGHBORHOOD ONE

*This area is generally bounded on the south and west by the Village Center and on the north and east by Northwest Highway.*

It is a mature, attractive neighborhood of predominantly single-family homes on lots of approximately 7,500 square feet. Blocks near the business district are zoned as two-family residential.

Recommendations are as follows:

1. The neighborhood should be protected from any encroachment by commercial establishments.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic which is destined for the Village Center and the commuter railroad station, especially as Redevelopment Area Number 1 develops.
3. Particular attention should be paid to the historical nature of the neighborhood when development occurs.
4. Areas of this neighborhood may be appropriate for inclusion into a historic district.
5. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

### NEIGHBORHOOD TWO

*Hillside Avenue bounds this area on the south, Hough Street on the west, Lake Street and the Village Center on the north, and the Union Pacific railroad on the east.*

This is predominantly a mature, tree-lined neighborhood of single-family homes on lots of approximately 7,500 square feet, with two-family dwellings located near the Village Center and along Hough Street, and a townhouse and single-family development at the eastern end of the neighborhood.

Recommendations are as follows:

1. Local street planning for this and the neighborhood south of Hillside Avenue should take into account the desirability of protecting local streets from use by through traffic which is destined for the Village Center, the commuter railroad station, and the Southgate area within Neighborhood Eight.
2. Conversions of single-family dwellings to two-family dwellings should be discouraged adjacent to the Village Center and the railroad tracks.

3. Open space and/or residential redevelopment shall be encouraged between Spring, Russell, Summit and Lincoln Streets.
4. Redevelopment of single-family and two-family lots into multi-family dwellings should be discouraged in order to maintain the single-family character of the neighborhood.
5. This neighborhood contains Special Planning Area 15 (Russell and Summit Streets). See the proposed land use recommendation within the Special Planning Area Chapter 11.
6. Areas of this neighborhood may be appropriate for inclusion into a historic district.
7. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
8. Drainage and soil concerns should be taken into consideration when developing or redeveloping this area.
9. The completion of sidewalks, which access public amenities (e.g., Train Station), should be encouraged.
10. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

### **NEIGHBORHOOD THREE**

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*Hillside Avenue bounds this area on the south, on the west by the EJ&E railroad, on the north by the Village Center, and on the east Hough Street and the Village Center.*

This neighborhood includes a wide range of residential types and ages. It is closely related to the Village Center and enjoys advantages derived from it. The northeast quarter of this neighborhood lies within a Historic District, which is listed on the National Register. This neighborhood also includes the Barrington West apartment complex on Lageschulte Street and a small industrial district along the EJ&E railroad.

#### **Recommendations:**

1. If present uses are discontinued, the industrial sites along Lageschulte Street should be considered for redevelopment of craftsman type uses.
2. Redevelopment of single-family and two-family lots into multi-family dwellings should be discouraged in order to maintain the single-family character of the neighborhood.
3. This neighborhood contains Special Planning Area 22 (Lageschulte Street). See the proposed land use recommendation within the Special Planning Area Chapter 11.
4. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
5. Sidewalks should be added to this area as it redevelops.

### **NEIGHBORHOOD FOUR**

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*Main Street and the EJ&E railroad bound this area on the south, the Village boundary on the west, Northwest Highway on the north, and Hough Street and the EJ&E railroad on the east.*

This area contains a variety of land uses; the major uses being Barrington High School, Langendorf Park and the Village Public Works and Wastewater Facility. The small residential area east of the high school contains predominantly single family homes.

#### **Recommendations are as follows:**

1. The area on Main Street east of the high school should be protected from further encroachment by non-residential land uses.
2. Flint Creek should be made accessible with a walking path, with the assistance of neighborhood resident volunteers.

3. Because the single-family area east of the high school is isolated, the purchase of land should be encouraged for a small neighborhood play lot. Consideration should also be given to provisions for a safe pedestrian underpass beneath the Union Pacific railroad.
4. Consideration should be given to the development of the vacant lot south of the Commonwealth Edison facility along Raymond Avenue. This site could accommodate detached single-family or open space.
5. The development of a pedestrian access to Langendorf Park across the railroad track should be seriously considered.
6. This neighborhood contains Special Planning Area 4 (Redevelopment Area No. 4), and 24 (UARCO). See the proposed land use recommendation within the Special Planning Area Chapter 11.
7. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

## **NEIGHBORHOOD FIVE**

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*Northwest Highway and the EJ&E railroad bound this area on the south, Hough Street on the west, Providence Road on the north, and the Cuba-Ela Township line on the east.*

The Jewel Park subdivision within this neighborhood is the oldest developed area. It is a very attractive subdivision with curvilinear, tree-lined streets and single-family homes on lots of 15,000 square feet and larger. In the 1930s, it was subdivided, reforested and controlled by design covenants administered by the developer, Jewel Companies, Inc. In recent years, an active homeowners association has been created to continue the administration of those covenants.

Recommendations are as follows:

1. Natural drainage courses and wetlands should be preserved and maintained to the extent possible.
2. Non-vehicular pedestrian connections should be encouraged, especially along Lake Zurich Road, which would provide a safe access to the Village Center.
3. Cut-through traffic should be discouraged and remediation of existing conditions should be sought for this area.
4. Pedestrian and bike linkages should be encouraged.

## **NEIGHBORHOOD SIX**

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*This area is bounded by the east property line of the commercial strip on Northwest Highway on the west, Northwest Highway on the south, Main Street on the north and Eastern Avenue (a.k.a. John Snow Avenue) on the east.*

The street pattern is a grid. Due to the surrounding land uses, and proximity to State Highways, the potential for cut-through traffic is significant.

Recommendation:

1. The neighborhood should be protected from any encroachment by commercial establishments or multiple family residences.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic.
3. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.



## **NEIGHBORHOOD SEVEN**

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*Cornell Avenue generally bounds this area on the south, Barrington Road on the west, Hillside Avenue on the north, and Northwest Highway on the east.*

The portion of this neighborhood east of George Street and east of Highland Avenue is used for open space - passive recreation. The Cook County Forest Preserve District, the Barrington Park District, and the Village of Barrington are the primary owners of land surrounding the man-made Bakers Lake. Approximately 150 feet along the shoreline on the publicly owned land is designated as an Illinois Nature Conservancy District.

The western portion of this area is made up of predominantly single-family homes. Generally, those lots north of Illinois Street are within the Village of Barrington and range in size from 7,500 square feet to 10,000 square feet; those lots south of Illinois Street are generally within unincorporated territory and range in size from 10,000 square feet to 20,000 square feet. Drainage, quality of streets, and in the unincorporated area, the efficiency and effectiveness of individual septic systems, continue to remain serious or potentially serious problems.

Recommendations are as follows:

1. Through traffic should be discouraged from the Village Center on the north or by the “Southgate” commercial area and Ron Beese Park on the south.
2. Unincorporated residents who wish to annex shall be required to connect to and extend Village utilities at their expense. Particular attention should be paid to stormwater issues relative to any future development.
3. This neighborhood contains Special Planning Area 27 (Barrington Road at Cornell Avenue). See the proposed land use recommendation within the Special Planning Area Chapter 11.

## **NEIGHBORHOOD EIGHT**

---

*Cornell Avenue bounds this area on the north, the Village boundary on the west, Dundee Road on the south, and the Barrington-Palatine Township line on the east.*

The section east of George Street extended is currently utilized as, and should remain, a public open space, Ron Beese Park, which is owned and maintained by the Barrington Park District.

The portion west of Barrington Road consists of institutional uses and a forty-acre single-family subdivision designed to preserve on-site open space.

The portion east of Barrington Road and west of Ron Beese Park is the area commonly known as Southgate, where the predominant uses are office, home furnishings and auto dealerships.

A one-hundred foot wide green area has been provided along both the east and west sides of Barrington Road beginning at Dundee Road and ending at Cornell Avenue to provide for a buffer between the commercial and residential and Barrington Road.

Recommendations are as follows:

1. Preservation of open space should be encouraged in this area.
2. Additional parkway landscaping improvements should be encouraged along Barrington Road.
3. Only residential uses should be encouraged on the west side of Barrington Road.
4. The Grove Avenue area should be developed for office/research and commercial use only.
5. This neighborhood contains Special Planning Areas 17 (Mancuso Property), 18 (Dundee and Grove Avenue), 19 (South Grove Avenue, west of Prairie Campus), and 25 (South Grove Avenue). See the proposed land use recommendations within the Special Planning Area Chapter 11.

## **NEIGHBORHOOD NINE**

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*This area is bounded on the south by Illinois 59 and the Village boundary, on the west by the EJ&E railroad, on the north by Hillside Avenue and on the east by Hough Street.*

East of Dundee Avenue is single-family homes built in the 1950's on lots approximately 10,000 square feet. West of Dundee Avenue is a subdivision of single-family homes on lots of 20,000 square feet or larger.

Recommendations are as follows:

1. Sidewalks should be encouraged in this area.
2. This neighborhood contains Special Planning Area 7 (St. Mathews Lutheran Church). See the proposed land use recommendations within the Special Planning Area Chapter 11.

## **NEIGHBORHOOD TEN**

---

*This area is bounded on the south by Northwest Highway, on the west by Old Barrington Road extended, on the north by West Brandt Road, and on the east by Hough Street.*

It is now developed predominantly for single-family homes on parcels of 10,000 square feet to 15,000 square feet each. Streets within the Village are tree-lined, but are not fully improved.

Recommendations are as follows:

1. Plans to reduce the potential for through traffic movements being generated by Northwest Highway and employees of adjacent commercial areas should be implemented.
2. Unincorporated residents who wish to annex shall be required to connect to and extend Village utilities at their expense.
3. Commercial encroachment should be discouraged in residential areas.
4. Any future development or redevelopment should address flooding issues and provide stormwater management improvements.
5. Special service areas or taxing district should be pursued to address stormwater management issues.
6. Development along Hough Street should be screened with heavy vegetation.
7. This neighborhood contains Special Planning Area 12 (Land east of Roslyn School) and 13 (North of Spring Road). See the proposed land use recommendations within the Special Planning Area Chapter 11.
8. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

## **NEIGHBORHOOD ELEVEN**

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*Providence Road bounds this area on the south, on the west by Hough Street, on the north by Cuba Road, and on the east by the Lake County Forest Preserve.*

The area west of Lake Zurich Road is subdivided and predominantly built up for a common well and private septic tanks. A small lake and park are located within the subdivision.

Recommendations are as follows:

1. Residents of the subdivision west of Lake Zurich Road, called Fairhaven Estates, may petition the Village of Barrington to annex. However, the subdivision must first upgrade their water system prior to the Village's acceptance.
2. The southeast corner of Cuba Road and Lake Zurich Road should be encouraged to remain as open space or be incorporated into the Forest Preserve.

3. A non-vehicular pedestrian/bike path connection between residential areas and the downtown area should be encouraged. If annexed such connections should be encouraged.
4. Development along Hough Street should be screened with heavy vegetation.

## **NEIGHBORHOOD TWELVE**

---

*Main Street bounds this area on the south, on the west by the Cuba-Ela Township line, on the north by the Lake County Forest Preserve and on the east by Ela Road.*

In its natural condition the main body of Cuba Marsh predominantly occupies this neighborhood unit. Most of this neighborhood consists of the north portion of the Fox Point subdivision, which is zoned for single-family homes on lots of 20,000 square feet or larger, surrounding a large man-made body of water, Lake Louise.

Recommendations are as follows:

1. The enhancement and/or restoration of Flint Creek should be encouraged between Lake Cook Road and Lake Louise.
2. A bike path along Ela Road and through the Barrington Meadows subdivision should be encouraged.
3. Single-family residential should be encouraged, and commercial discouraged.
4. This neighborhood contains Special Planning Area 11 (Ela Road near Long Grove Road). See the proposed land use recommendation in the Special Planning Area Chapter 11.
5. Development along Main Street should be screened with heavy vegetation.

## **NEIGHBORHOOD THIRTEEN**

---

*This area is bounded on the south by Northwest Highway, on the west by Eastern Avenue (a.k.a. John Snow Avenue), the north by Main Street and on the east by Ela Road.*

This neighborhood is now predominantly developed as single-family residences on lots of 15,000 square feet adjacent to Main Street and larger in the vicinity of Hillside Avenue.

Recommendations are as follows:

1. The Thunderbird Country Club shall be encouraged to remain as open space.
2. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.
3. The restoration and/or enhancement of the creek from Northwest Highway to Lake/Cook Road (including Thunderbird Country Club) should be encouraged.
4. This neighborhood contains Special Planning Area 20 (Ela Road at Northwest Highway), 21 (Thunderbird Country Club), and 26 (Hillside Avenue at Northwest Highway). See the proposed land use recommendations in the Special Planning Area Chapter 11.

## **NEIGHBORHOOD FOURTEEN**

---

*This area is bounded on the south by West Brandt Road, on the west by Old Barrington Road extended, on the north by Cuba Road and on the east by Hough Street.*

This land is unincorporated and is predominantly single-family residential, developed on lots of two acres or larger. Local streets are not fully improved.

Recommendations are as follows:

1. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.

2. Watercourses and lowlands should be preserved as public or private open space.
3. This neighborhood contains Special Planning Area 13 (North of Spring Road). See the proposed land use recommendation within the Special Planning Area Chapter 11.

#### **NEIGHBORHOOD FIFTEEN**

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*This area is bounded on the south and west by Northwest Highway, on the north by Cuba Road, and on the east by Old Barrington Road, and, if extended, Neighborhood 10.*

North of Taylor Road, the land is predominantly unincorporated and agricultural, zoned for five-acre residential lots. Also within the neighborhood are partially completed residential subdivisions zoned for 8,500 square foot lots. Land east of Twentieth Street, south of Taylor, west of Hart Road and south of Merton Road extended is annexed to the Village.

Recommendations are as follows:

1. Unincorporated residents who wish to annex shall be required to connect to, and extend, Village utilities at their expense.
2. Commercial development should be encouraged only along US Route 14 to property fronting on said thoroughfare.
3. Watercourses and lowlands near Cuba Road should be enhanced.
4. This neighborhood contains Special Planning Area 9 (West of Foundry Shopping Center) and Area 10 (Wickstrom Ford). See the proposed land use in the Special Planning Area Chapter 11.

#### **NEIGHBORHOOD SIXTEEN**

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*The EJ&E railroad bounds this area on the north, Main Street on the south, the Cuba-Ela Township line on the east, and Northwest Highway on the west.*

The predominant land use is devoted to a large, well-landscaped corporate office park. Some small retail uses exist along Northwest Highway near the southwest corner of the neighborhood. Residential uses exist on land fronting on Main Street.

Recommendations are as follows:

1. The existing campus-like environment within the neighborhood should be encouraged, consistent with the global traffic plan.
2. Further development of retail uses should be limited north of Lake/Cook Road and single-family residential shall be maintained east of the cemetery along Lake/Cook Road.
3. See the recommendation for Lake Zurich Road in the Transportation Chapter.
4. This neighborhood contains Special Planning Area 5 (Jewel Tea Property), and 6 (Pepper Construction). See the proposed land use recommendations in the Special Planning Area Chapter 11.
5. Adaptive reuse and preservation of the Jewel Tea building should be encouraged.
6. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

#### **NEIGHBORHOOD SEVENTEEN**

---

*Main Street bounds this area on the north, the Village boundary on the south and west, and the EJ&E railroad on the east.*

The predominant land use is manufacturing, with the Quaker Oats Company being the major facility.

Recommendations are as follows:

1. Land within the Flint Creek floodplain should remain undeveloped.
2. Hardwood savannas shall be protected and shall remain undeveloped.
3. Ecological concerns need to be addressed in this area.
4. This neighborhood contains Special Planning Area 23 (Quaker Oats). See proposed land use recommendation in the Special Planning Area Chapter 11.

## **NEIGHBORHOOD EIGHTEEN**

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*This area consists of the Village Center District, the Mixed Use Overlay District, and the commercial area along Northwest Highway immediately east of the Village Center and the commuter parking lot.*

Recommendations are as follows:

1. The commercial strip on the west side of Northwest Highway should be considered in conjunction with possible future redevelopment.
2. Non-vehicular connections and uses should be encouraged across Hough Street, the railroad tracks and Main Street. Pedestrian connections should be encouraged between redevelopment areas one and four.
3. Refer to the Village Center Chapter 6 for more detailed recommendations regarding the Village Center area.
4. Redevelopment Area 1 or Area 4 should be considered for the development of a cultural or civic center in conjunction with other commercial and/or residential development.
5. This neighborhood contains Special Planning Area 1 (Redevelopment Area 1), 2 (Redevelopment Area 2), 3 (Redevelopment Area 3), 14 (Main and Lageschulte Streets), 28 (Trains Station Area) and 29 (Speck Oil). See proposed land use recommendations within the Special Planning Area Chapter 11.
6. The Village encourages and supports the establishment of a redevelopment business district adjoining Northwest Highway (U.S. Route 14) for both sides of the right-of-way in order to enhance existing businesses and property.

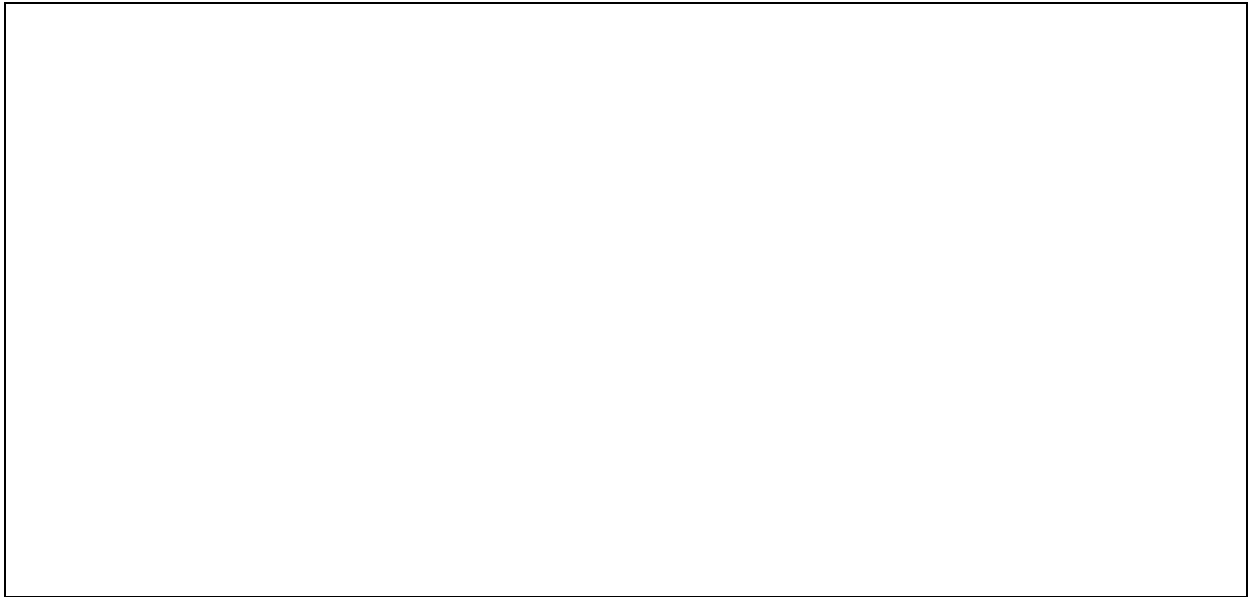
## CHAPTER 11

### SPECIAL PLANNING AREAS

There are 29 sites within or adjacent to the Village of Barrington which are likely to experience development or redevelopment. In the aggregate, they comprise approximately 537 acres. Just under one-quarter (1/4) of these 537 acres is represented by the Thunderbird Golf Course. Although it is highly desirable that the golf course remains open space for its aesthetic, environmental and recreational value, it is privately owned and could be sold for private development at some point in the future. Acceptable alternative uses are therefore considered in the recommendations and comments which follow. The overall pattern of Barrington's land uses will be strongly affected by the future of these sites. They are, therefore, referred to as "Special Planning Areas" and are depicted in Figure 9, Special Planning Areas.

Special Planning Areas were formally known as "Critical Sites" and were first introduced in the 1990 Comprehensive Plan. Evaluation and determination of the Special Planning Areas was based on the potential for development or redevelopment of each site. Consistency of development, environmentally sensitive areas, such as floodplains, wetlands, wooded areas, and poor or wet soils, as well as traffic constraints, inappropriate zoning, lack of open space, and locations adjacent to developed residential neighborhoods were the main criteria when evaluating properties for inclusion in this Special Planning Area chapter.

The following is a brief discussion of each of the Special Planning Areas. This is to identify factors that should be carefully evaluated as part of the review of any specific project brought before the Village for that site. This discussion contains recommended policy for site planning and design of selected sites including limits that reflect site constraints and adjacent land uses. Information contained in these sections is summarized in Table 1, Special Planning Areas - Summary of Recommended Uses.



**LOCATION:** Bounded by the Union Pacific rail line to the southwest, the EJ&E rail line to the northwest, and Hough Street to the east.

**SIZE:** 14 acres

**PIN NUMBERS:** 13-36-304- 001, 002, 004-014, 016-019, 022, 024-026, 028

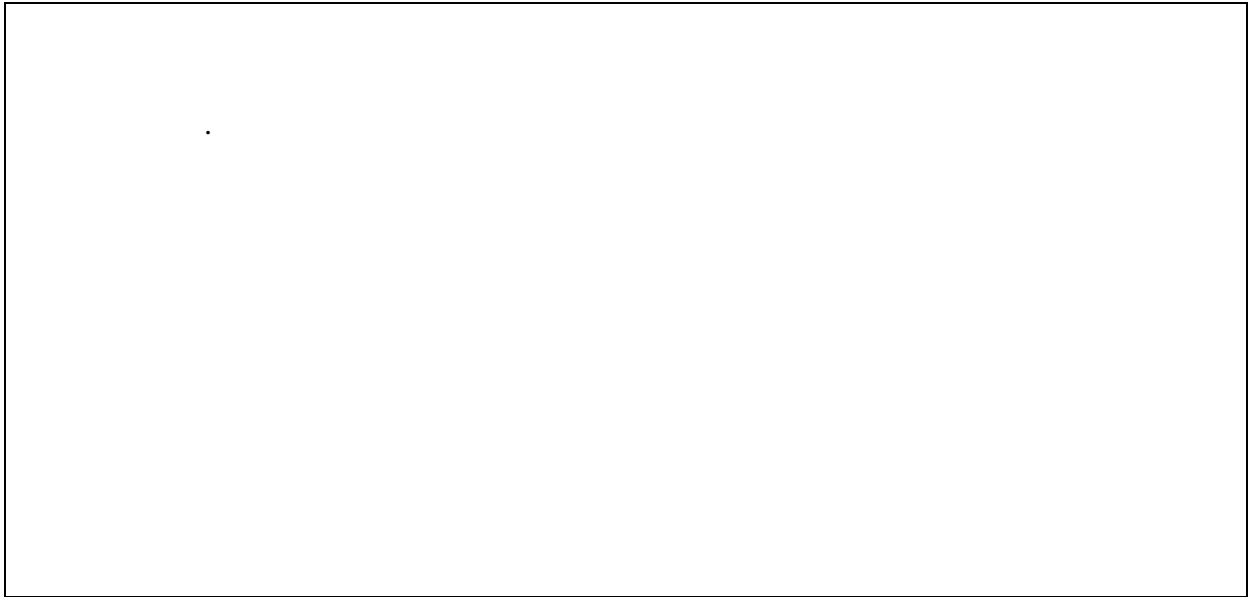
**RECOMMENDED USE** Mixed use (retail, office and residential). Retail use is appropriate for the first floor, with other uses, such as retail residential and office above. There is a potential to accommodate a cultural arts facility and/or an EJ&E transfer station in this area.

**DESIGN ELEMENTS:** The western portion of this area could support three (3) story structures, while two (2) story structures are more appropriate for the middle and eastern portions. Pedestrian linkages across rail lines and to adjacent properties should be provided, and underground parking should be encouraged. Public open space, a pedestrian promenade along the railroad right-of-way, or in the general downtown area, and connections to neighboring parks should be considered as amenities for the general public. Circulation in this area should be carefully coordinated with surrounding traffic patterns. The Village of Barrington has adopted a "Village Center Master Plan" for this area, which should also be referenced.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing significant and key trees should be protected.

## SITE 2

## REDEVELOPMENT AREA NO. 2



**LOCATION:** Bounded by the Union Pacific rail line to the northeast, Hough Street to the west, and Lake Street to the south.

**SIZE:** 8 acres

**PIN NUMBERS:** 13-36-319- 001, 002, 003, 004; 01-01-101- 001-007, 010-013, 015-024; 01-01-102- 001-008; 01-01-104- 003-009, 011-013; 0101-105- 001-014; 01-01-106- 001, 003-008; 01-01-107- 001; 01-01-112- 001,002,004

**RECOMMENDED USE:** Mixed use (retail, office and residential). The core business district should be oriented toward business uses. Retail is appropriate for the first floor, with other uses such as retail, residential and office above.

**DESIGN ELEMENTS:** 2 to 2-1/2 story structures, 3 story if stepped back, are appropriate, with structures possible east of Grove Street. Parking solutions will be critical in this area; underground parking should be considered. Architecture and siting should be compatible with existing development. Circulation in this area should be carefully coordinated with surrounding traffic patterns. The Village of Barrington has adopted a "Village Center Master Plan" for this area, which should also be referenced. Some structures in this area should be considered for Historic Preservation.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing trees should be protected.





**LOCATION:** Bounded by the Union Pacific rail line to the south, Hough Street to the west, Liberty Street to the north, and Cook Street to the east.

**SIZE:** 4.6 acres

**PIN NUMBERS:** 13-36-308- 001-008; 13-36-313- 001-010; 13-36-318- 002-004, 009, 011

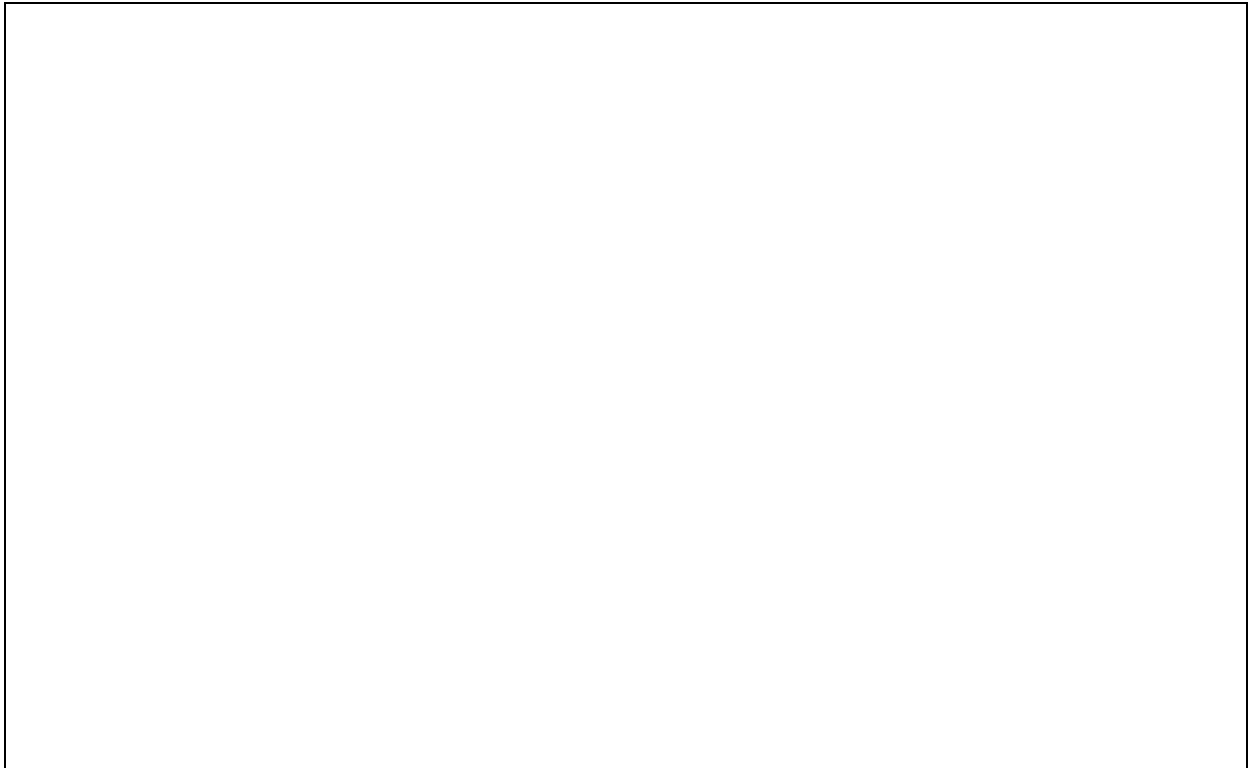
**RECOMMENDED USE** Mixed use (retail, office and residential). Retail is appropriate for the first floor, with other uses such as retail, residential and office above.

**DESIGN ELEMENTS:** 2 to 2 ½ story structures are appropriate. Parking solutions will be critical in this area; underground parking should be considered. Architecture and siting should be compatible with or improve upon existing development and should be sensitive to adjacent residential neighborhoods. Circulation in this area should be carefully coordinated with surrounding traffic patterns. The Village of Barrington has adopted a “Village Center Master Plan” for this area which should also be referenced.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing trees should be protected.

## SITE 4

## REDEVELOPMENT AREA NO. 4



**LOCATION:** Bounded by Hough Street to the East, EJ&E Railroad to the south, Lagendorf Park to the West, and commercial uses to the North.

**SIZE:** 8.7 acres

**PIN NUMBERS:** 13-36-301-007, 008, 009

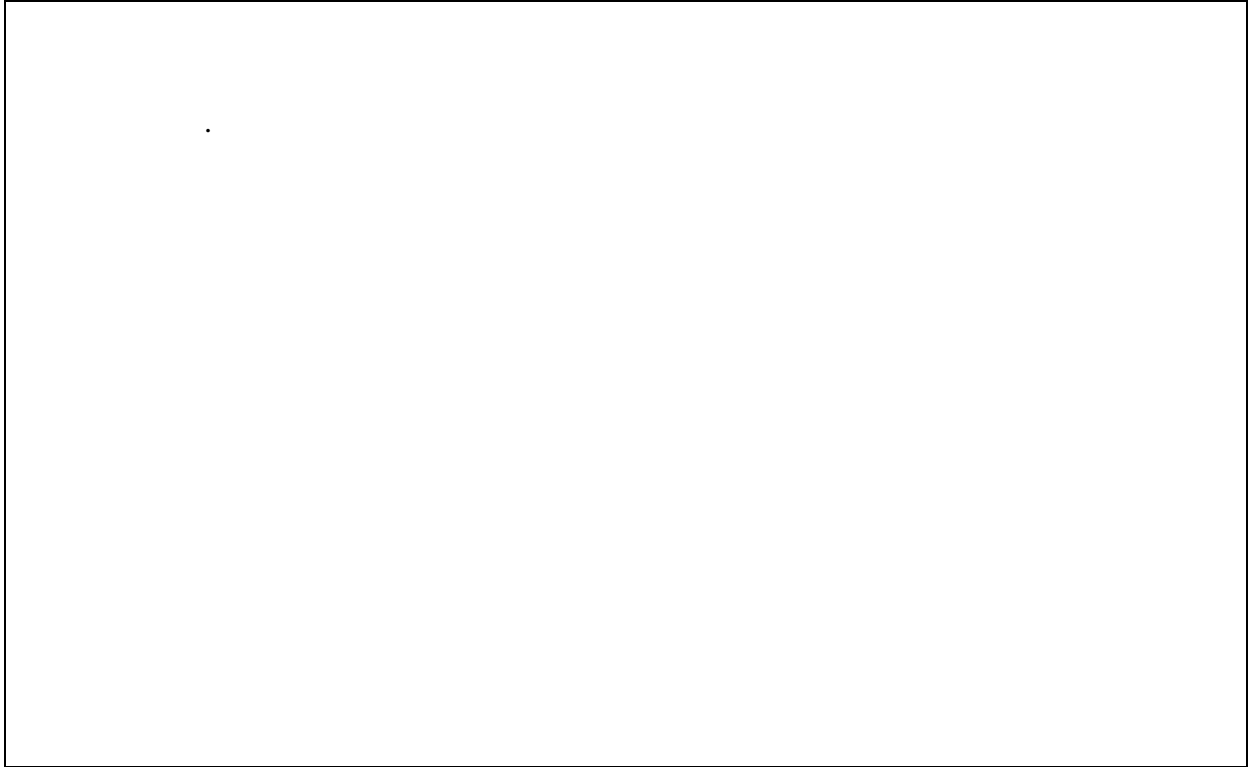
**RECOMMENDED USE:** Manufacturing, Mixed use (retail, office, residential). The manufacturing use, or a similar use, is encouraged to remain. Provided the manufacturing use is discontinued, a mixed use of retail, office and residential would be appropriate. Retail is most appropriate for the first floor, with other uses such as retail, residential and office above.

**DESIGN ELEMENTS:** Taller three-story office and retail buildings, with a maximum height of 35 feet, should be encouraged along the rail line with residential uses to the north of the site. Parking solutions will be critical in this area; underground parking should be encouraged. Circulation in this area should be carefully coordinated with surrounding traffic patterns.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing trees should be protected. Attention should also be paid to the existing soil conditions on the site.

## SITE 5

## JEWEL TEA PROPERTY



**LOCATION:** South of the EJ&E rail line and east of Northwest Highway, along Lake Zurich Road East of Lake Zurich Road and south of the EJ&E rail line and Cuba Marsh.

**SIZE:** 52 acres

**PIN NUMBER:** 13-36-200-003, 005; 03-36-402-001

**RECOMMENDED USE** The western fifteen acres fronting on Northwest Highway (Route 14) should remain undeveloped with the remaining area as office development. The residential should be limited to the Jewel Tea building.

**DESIGN ELEMENTS:** Traffic safety issues at the intersection of Lake Zurich Road and Northwest Highway should be resolved when area is developed. Refer to the “Global Traffic Plan” Ordinance No. 98-2729 adopted for this area. Open space should be incorporated into the mixed-use development, with sixty (60) percent of the net land area devoted to open space. Require preservation of the Jewel Tea building for adaptive reuse as a historically significant structure.

**ENVIRONMENTAL ASSESSMENT:** Protect and preserve existing wetlands, lake, creek and trees.



**LOCATION:** East of the public library and water tower on Northwest Highway.

**SIZE:** 28 Acres

**PIN NUMBERS:** 13-36-400-001-003; 13-36-402-033

**RECOMMENDED USE** Office / Research and Open Space.

**DESIGN ELEMENTS:** Minimize traffic impacts on surrounding uses, and refer to the “Global Traffic Plan” adopted for this area. Provide a buffer against existing adjacent single family residential. Sixty (60) percent of the net land area should be devoted to open space.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and environmentally sensitive areas.



**LOCATION:** This site is comprised of six (6) vacant lots and is bounded by West Hillside Avenue on the north, St. Matthew's Church on the east, Tower Road on the south, and single-family residential on the west.

**SIZE:** 3.68 acres.

**PIN NUMBERS:** 01-02-404-010-015

**RECOMMENDED USE:** Open Space/Single-Family Residential consistent with adjacent residential density.

**DESIGN ELEMENTS:** It is recommended that this site be conserved as open space or "green space." An acceptable alternative use would be single-family residential. Any future land use shall be compatible with and shall be sensitive to the adjacent single-family residential homes as well as the church.

## SITE 8

### BARRINGTON SALEM UNITED METHODIST CHURCH



**LOCATION:** 115 West Lincoln Street.

**SIZE:** 1.8 acres.

**PIN NUMBERS:** 01-01-114-011, 014, 021

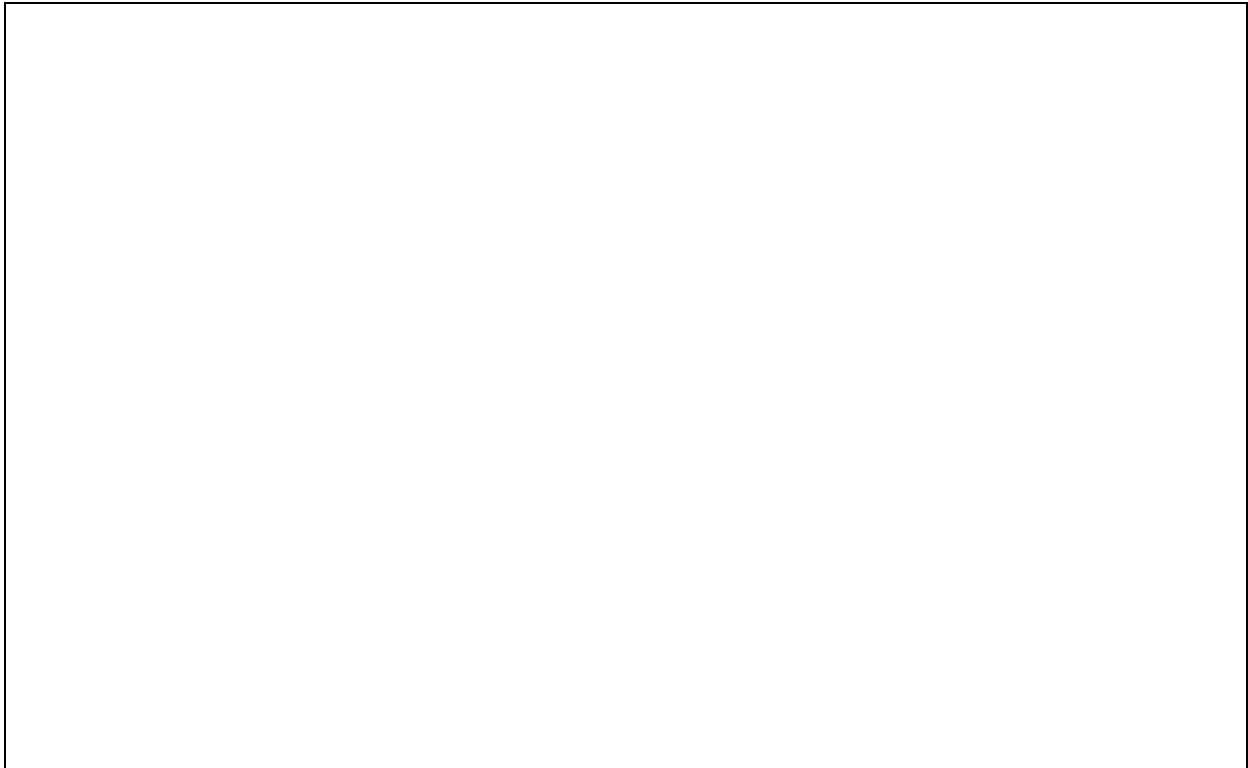
**RECOMMENDED USE:** Religious Institution / Single-Family / Grade School Expansion

**DESIGN ELEMENTS:** Provided that a church is not rebuilt on the site, single-family residential should be encouraged on Lincoln Avenue and two-family residential along Hough Street. Two-family dwelling structures shall be designed in a manner as to replicate single-family residential structures, and shall be in keeping with the historic character of the surrounding neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residential underground contamination from previous uses. All key and significant trees should be protected.

## **SITE 9**

**WEST OF FOUNDRY SHOPPING CENTER (unincorporated)**



**LOCATION:** North of U.S. Route 14, and west of Twentieth Street.

**SIZE:** 36 acres

**PIN NUMBERS:** Not determined.

**RECOMMENDED USE** Office/Research, Single Family Residential and Open Space.

**DESIGN ELEMENTS:** Office and research should be concentrated along U.S. Route 14, with single-family residential and open space uses behind. Utilities will need to be extended into this area. Development here should set the standard for improving the appearance of development along U.S. Route 14.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and environmentally sensitive areas.



**LOCATION:** At the north end of Western Avenue.

**SIZE:** 9.96 acres

**PIN NUMBER:** 13-35-100- 021

**RECOMMENDED USE** Office / Research / Retail.

**DESIGN ELEMENTS:** This parcel lacks sufficient frontage on a public right-of-way to make intense development possible. Expansion of the existing auto dealerships is recommended. A mixture of adjacent uses exists. Buffering should be provided as needed against residential uses. Due to the lack of accessibility, the physical constraints of the site, and the single family district to the north, the use of the site should be limited to low intensity activities which do not generate substantial traffic or other influences which might negatively affect the single family district.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and environmentally sensitive areas. Storm water control is crucial in this area. 20% of the site is wet with poorly drained soil.



## SITE 11

ELA ROAD NEAR LONG GROVE ROAD (unincorporated)



**LOCATION:** On the west side of Ela Road, just south of Long Grove Road.

**SIZE:** 11.1 acres

**PIN NUMBERS:** 14-31-400- 001, 007, 009

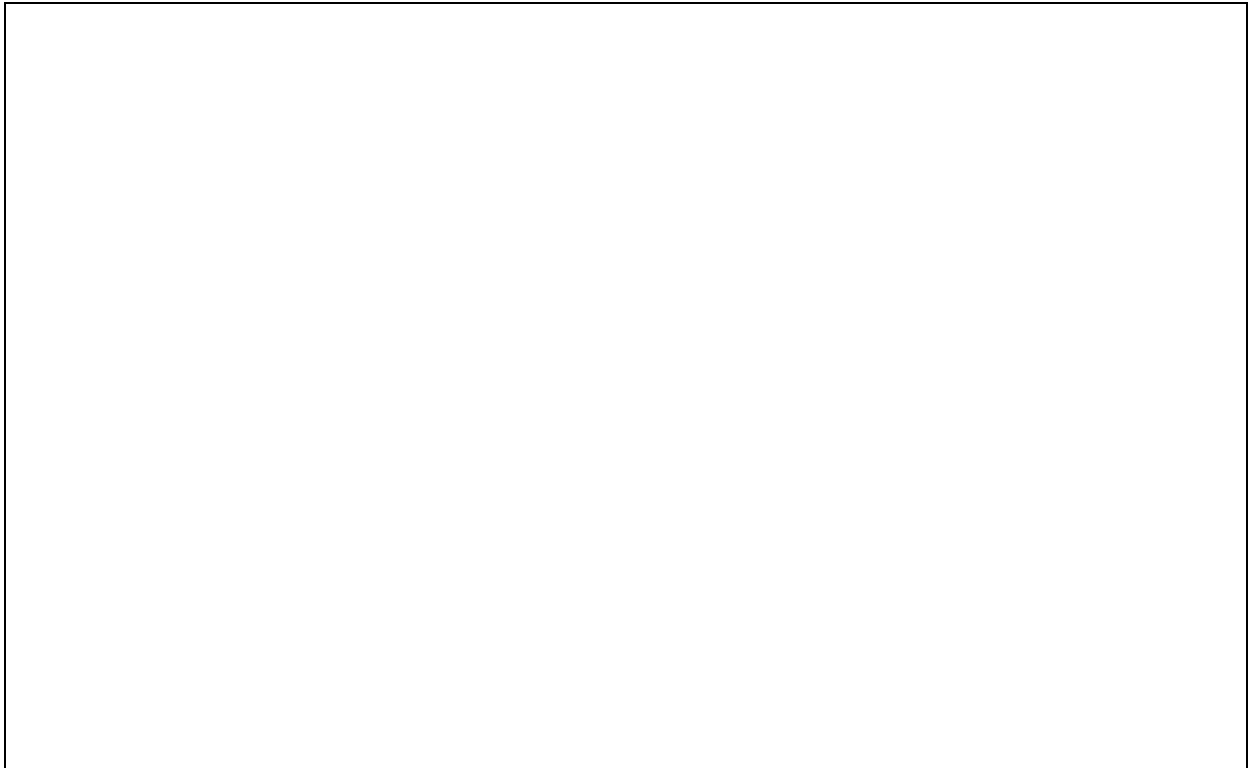
**RECOMMENDED USE** Single family residential consistent with adjacent residential density. Annexation will be required.

**DESIGN ELEMENTS:** This site is surrounded by existing single family residential. When developed, curb cuts onto Ela Road should be minimized and a connection to the “Foxglove” subdivision should be accommodated. Circulation should be designed to discourage cutting through this site from Ela Road to Main Street. Clustering techniques should be considered to preserve open space and reduce infrastructure costs.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and wetlands. Provide for needed detention in existing wetlands on western edge of the site.

## SITE 12

LAND EAST OF ROSLYN SCHOOL (unincorporated)



**LOCATION:** At the northwest corner of Roslyn Road and Route 59.

**SIZE:** 13.3 acres

**PIN NUMBERS:** 13-36-101- 010-013, 070

**RECOMMENDED USE** Single family residential consistent with adjacent residential density. Annexation will be required.

**DESIGN ELEMENTS:** Development should be consistent with adjacent developments. Clustering techniques should be considered to preserve open space and reduce infrastructure costs.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and environmentally sensitive areas.

## SITE 13

NORTH OF SPRING ROAD (unincorporated)



**LOCATION:** North of Spring Road and east of Oak Meadow subdivision.

**SIZE:** 28.2 acres

**PIN NUMBERS:** Not determined.

**RECOMMENDED USE** Single family residential. The density in this area should reflect the adjacent residential densities. Annexation will be required.

**DESIGN ELEMENTS:** Development should be consistent with adjacent developments. Clustering techniques should be considered to preserve open space and reduce infrastructure costs.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and environmentally sensitive areas. Stormwater control issues should also be closely evaluated for this area.

## SITE 14

### MAIN AND LAGESCHULTE STREETS



**LOCATION:** At the southeast corner of Main and Lageschulte Streets.

**SIZE:** 2 acres

**PIN NUMBER:** 01-02-203- 001

**RECOMMENDED USE** Mixed use (office retail, and light manufacturing).

**DESIGN ELEMENTS:** Architectural design should be carefully controlled, as this site abuts a main entryway to the Village. Development should not exceed 2 ½ stories, and should be sensitive to the existing character of nearby residential and business overlay uses.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing trees should be protected.



**LOCATION:** At the northwest corner of Russell and Summit Streets.

**SIZE:** 1.2 acres

**PIN NUMBERS:** 01-01-118-010, 011, 012, 013

**RECOMMENDED USE** Open space and stormwater detention area.

**DESIGN ELEMENTS:** Structures (if any) should incorporate themes expressed in the Village Center Master Plan and should be sensitive to the adjacent residential neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Soil type (peat) would make development difficult. Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses.

## SITE 16

### BARRINGTON UNITED METHODIST CHURCH



**LOCATION:** 311 South Hough Street.

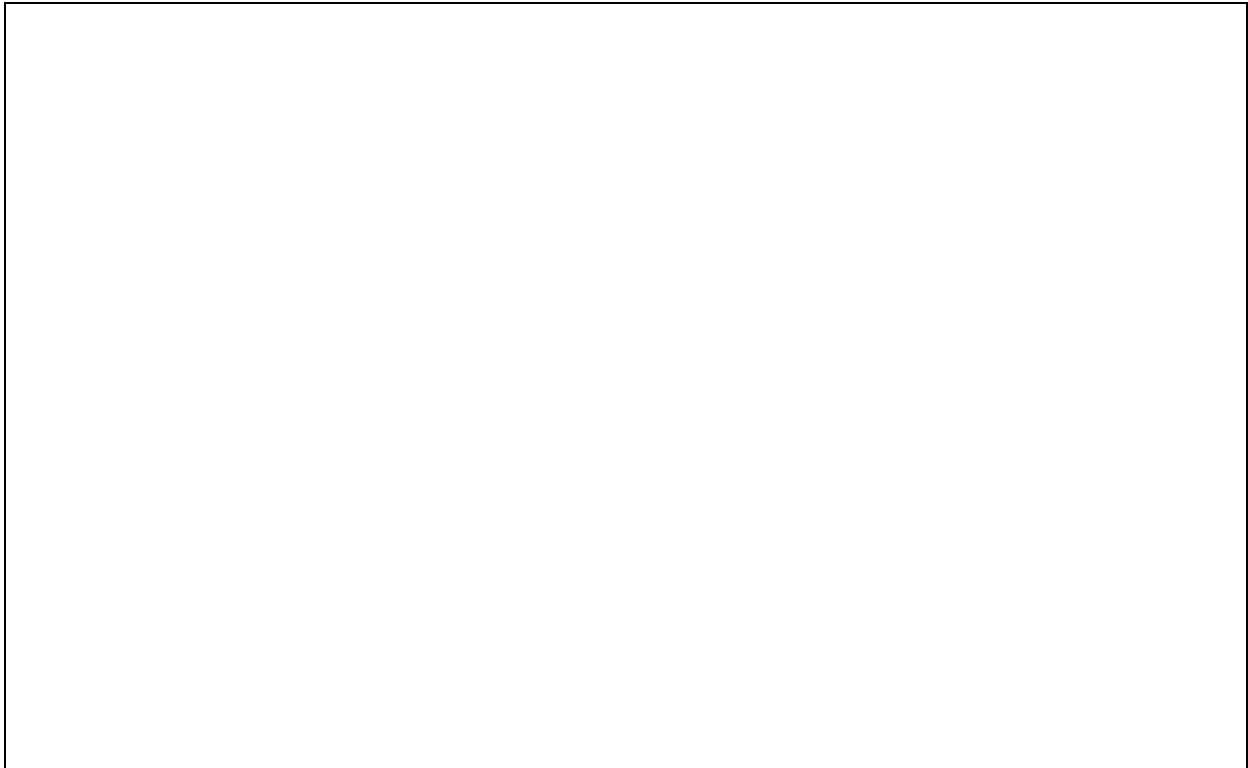
**SIZE:** 0.8 acres

**PIN NUMBERS:** 01-01-109- 002, 003, 004, 006, 008

**RECOMMENDED USE** Religious Institution/Single Family.

**DESIGN ELEMENTS:** Provided that a church is not rebuilt on the site, single-family residential use should be encouraged along Cook Street and two-family residential use along Hough Street. Two-family dwelling structures shall be designed in a manner as to replicate single-family residential structures, and shall be in keeping with the historic character of the surrounding neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. All key and significant trees should be protected.



**LOCATION:** East of South Barrington Road, midway between Dundee Road and Cornell Avenue.

**SIZE:** 4.82 acres

**PIN NUMBERS:** 01-12-108-007

**RECOMMENDED USE** Commercial (retail or office). A home improvement or automotive sales business uses would be appropriate.

**DESIGN ELEMENTS:** Development should be sensitive to views from Barrington Road.

**ENVIRONMENTAL ASSESSMENT:** This site tends to flood during heavy rains. Existing trees and environmentally sensitive areas should be protected.

## SITE 18

### DUNDEE ROAD AND GROVE AVENUE



**LOCATION:** At the northwest corner of Dundee Road and Grove Avenue.

**SIZE:** 15.3 acres

**PIN NUMBERS:** 01-12-400- 001, 007

**RECOMMENDED USE** Office / Research / Open Space.

**DESIGN ELEMENTS:** Development should be similar to surrounding areas and match the character of developments to the north. The south end of this site serves as a “gateway” to the Village from the southeast and therefore should be carefully designed.

**ENVIRONMENTAL ASSESSMENT:** 15% of this site is in a floodplain, roughly a third is ponds and wetlands, and about 60% has wet soils. Existing wetland areas should be maintained for retention capacity and all environmentally sensitive areas should be protected.



## SITE 19

### SOUTH GROVE AVENUE WEST OF PRAIRIE CAMPUS



**LOCATION:** At the northeast corner of Dundee Road and South Grove Avenue.

**SIZE:** 17.26 acres

**PIN NUMBERS:** 01-12-400-005, 006, 009

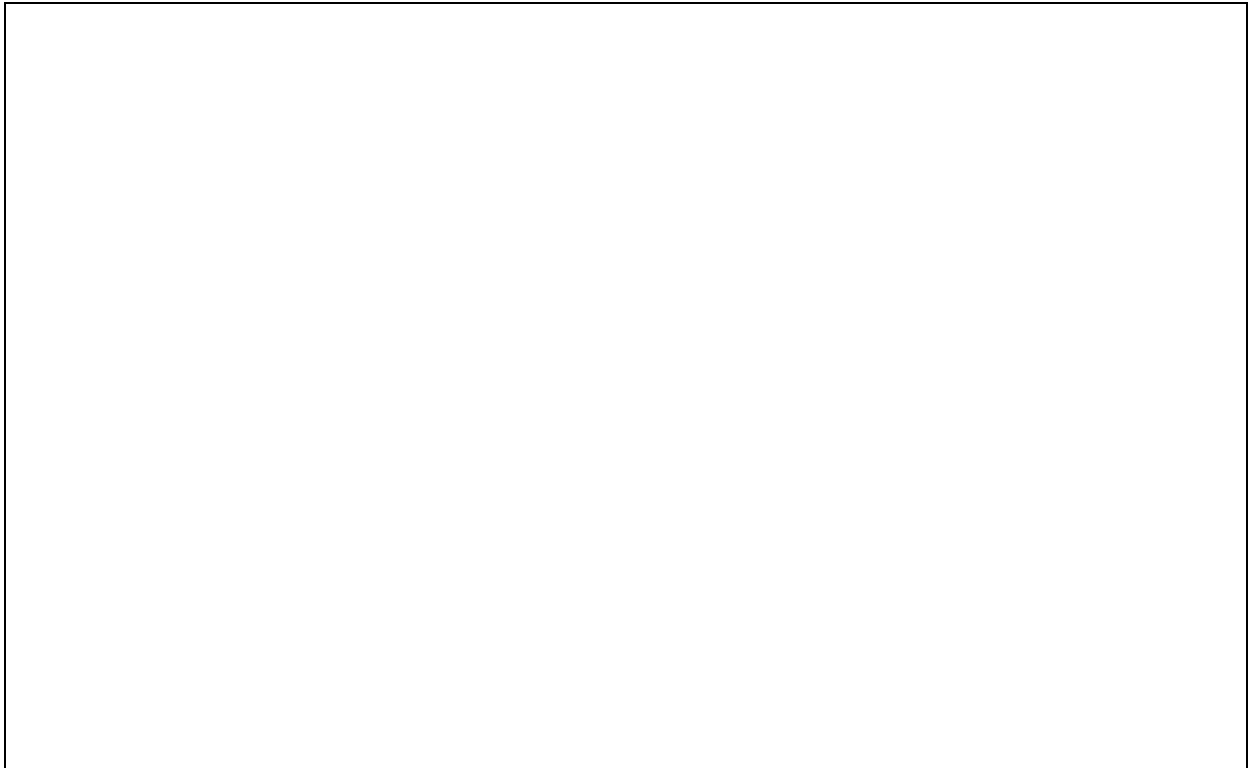
**RECOMMENDED USE:** Office / Research / Open Space.

**DESIGN ELEMENTS:** Develop this site comprehensively. Adequate buffering shall be provided abutting all adjacent land uses as needed, and shall be especially sensitive to Park Barrington Residential neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Protect existing pond and trees.

## SITE 20

### ELA ROAD AT NORTHWEST HIGHWAY (ROUTE 14)



**LOCATION:** At the northwest corner of Ela Road and U.S. Route 14.

**SIZE:** 22.87 acres

**PIN NUMBERS:** 02-08-100- 001-013, 017, 021-023, 030, 032-038

**RECOMMENDED USE** Mixed use (retail, office, and residential), and possibly some recreational open space behind commercial. A commuter parking facility is also possible.

**DESIGN ELEMENTS:** Retail, office and commercial development shall front onto U.S. Route 14. Curb cuts onto Route 14 should be minimized. Existing residential and retail/wholesale can remain. This area serves as a gateway to the Village. Architectural design, landscaping and location of parking areas should be carefully considered.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees, wetlands and other environmentally sensitive areas.



**LOCATION:** Bounded by U.S. Route 14 to the southwest, Ela Road to the east, and East Hillside Avenue.

**SIZE:** 123 acres

**PIN NUMBERS:** 02-05-300-002; 02-06-400- 011, 012; 102-07-201- 002

**RECOMMENDED USE** Open space / Golf Course with club house

**DESIGN ELEMENTS:** It is recommended that this site remain a golf course. An acceptable alternative use is open space. Any future land use change should fit in with the single family residential that penetrates into the site. This site serves as a “gateway” for the Village from the southeast.

**ENVIRONMENTAL ASSESSMENT:** 45% of this site has wet soils. Maintain the natural character of the site, and respect existing floodplain, wetlands and mature vegetation.



**LOCATION:** On the west side of Lageschulte Street, east of the EJ&E rail line and south of West Main Street.

**SIZE:** 14 acres

**PIN NUMBERS:** 01-02-202- 005-007, 012, 021, 022, 033, 034, 039, 044-048

**RECOMMENDED USE** Retail, Service, and Light Manufacturing. This area would be appropriate for artisans.

**DESIGN ELEMENTS:** Development should be sensitive to adjacent single family residences. 2-story max. Careful consideration should be given to circulation/traffic impacts.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from existing tanks or other previous uses.



**LOCATION:** Bounded by the EJ&E rail line to the east and the corporate limits on the west, and accessed from West Main Street to the north.

**SIZE:** 60.8 acres

**PIN NUMBERS:** 01-02-200- 001, 005, 006, 008; 01-02-400- 006

**RECOMMENDED USE** Office / Research.

**DESIGN ELEMENTS:** Hart Road should not be extended south of Main Street. Therefore, careful consideration should be given to the transportation needs of this site. Open space should be maintained where sensitive environmental conditions exist, resulting in very low-density development.

**ENVIRONMENTAL ASSESSMENT:** Only a small percentage of this site can sustain development; a portion of the site has wet soils. Natural features, mature vegetation and environmentally sensitive areas should be protected or mitigated, especially along the creek at the western edge of the site. Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses.



**LOCATION:** At the northwest corner of Hart Road and Main Street, extending to Old Hart Road on the west and the corporate limits on the north.

**SIZE:** 18.9 acres

**PIN NUMBER:** 13-35-302-011, 012

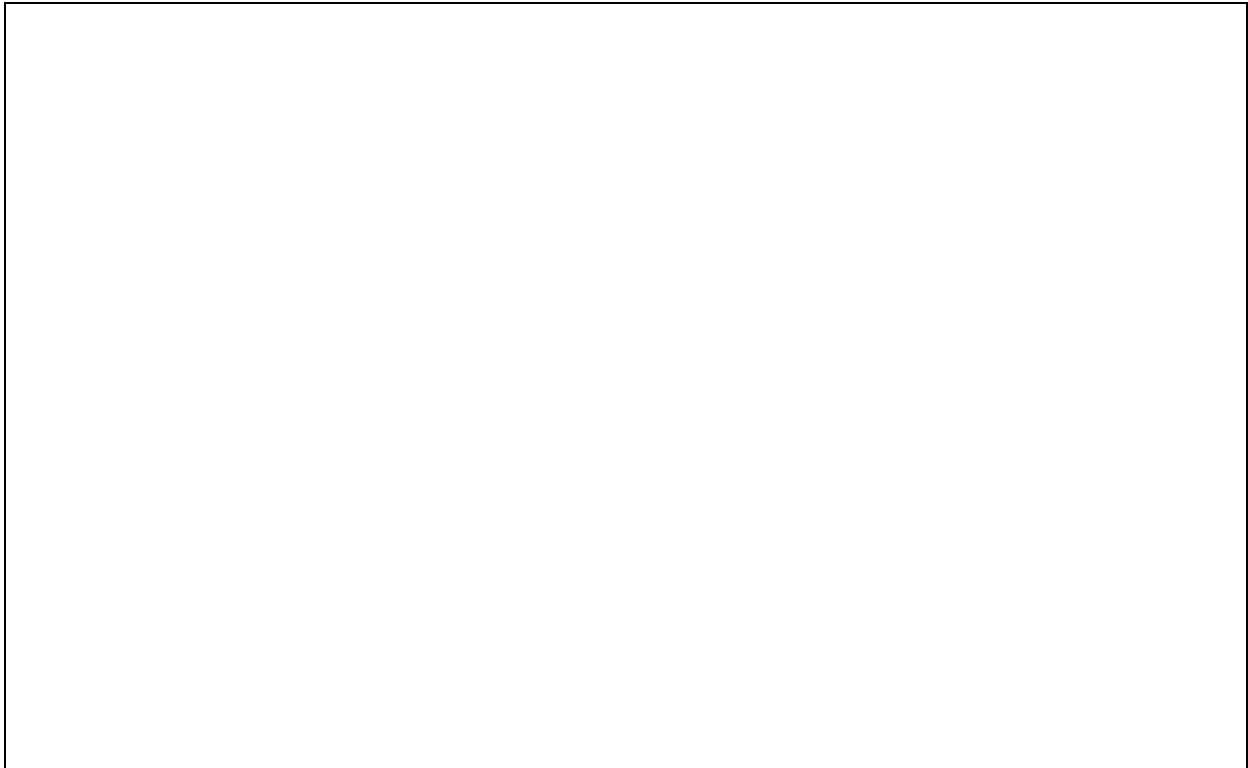
**RECOMMENDED USE** Mixed use (office/research).

**DESIGN ELEMENTS:** Office development should occur to the south and northeast of the site. Open space should be maintained where sensitive environmental conditions exist, resulting in very low-density development.

**ENVIRONMENTAL ASSESSMENT:** Protect existing wetlands, creek, floodplain and other environmentally sensitive areas. Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses.

## SITE 25

## SOUTH GROVE AVENUE



**LOCATION:** Southwest of South Grove Avenue, south of Cornell Avenue.

**SIZE:** 9.5 acres

**PIN NUMBERS:** 01-12-108- 008, 012, 013

**RECOMMENDED USE** Office / Research.

**DESIGN ELEMENTS:** Development should be low density and similar to development on adjacent sites. Sensitive to Park Barrington Residential neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and other environmentally sensitive areas.

## SITE 26

### HILLSIDE AVENUE AT NORTHWEST HIGHWAY (ROUTE 14)



**LOCATION:** At the southeast corner of Hillside Avenue and U.S. Route 14, extending to the golf course on the east.

**SIZE:** 7.4 acres

**PIN NUMBERS:** 02-06-301- 003-005

**RECOMMENDED USE** Commercial (retail and office).

**DESIGN ELEMENTS:** The residential area to the north should be buffered from any commercial development. Architecture of development should respect adjacent residential uses. View from Northwest Highway "Gateway" should be considered. Shared access to Route 14 should be encouraged.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses.



## SITE 27

### BARRINGTON ROAD AND CORNELL AVENUE



**LOCATION:** On the northeast corner of South Barrington Road and Cornell Avenue.

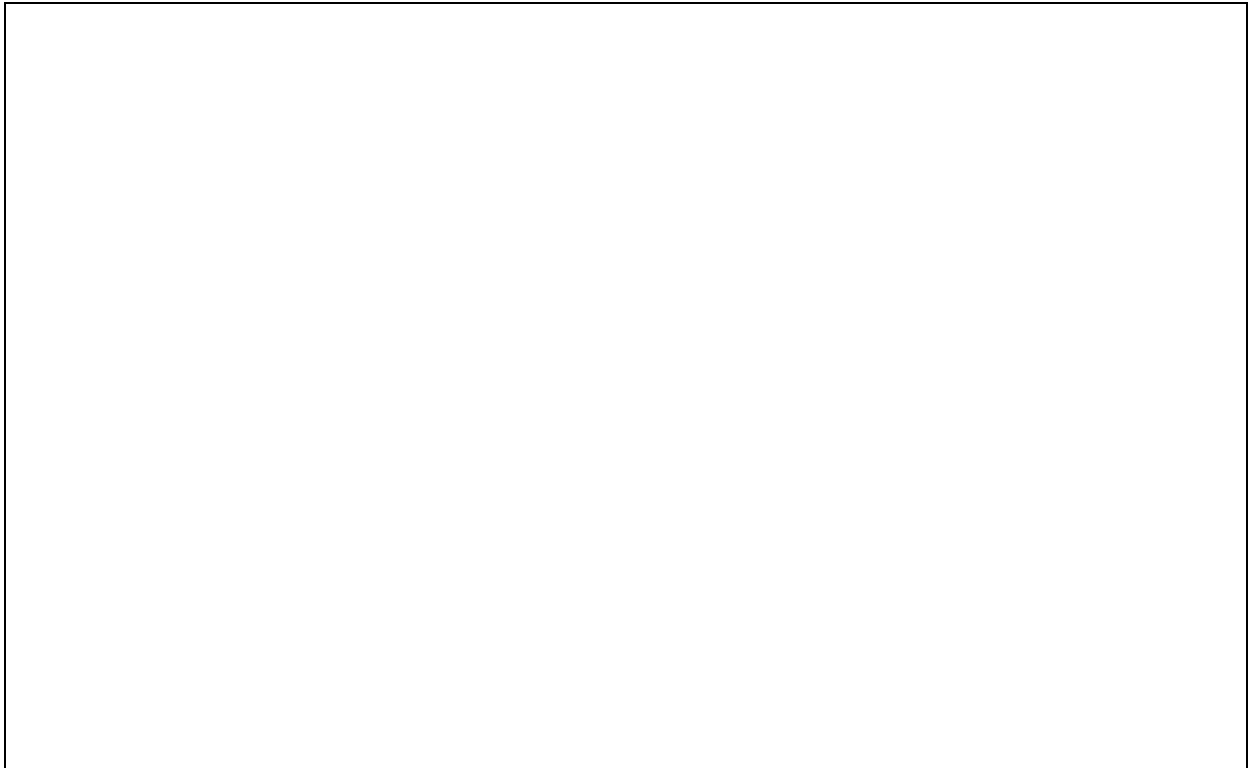
**SIZE:** 2 acres

**PIN NUMBERS:** 01-12-104-004, 005

**RECOMMENDED USE** Single family residential.

**DESIGN ELEMENTS:** Homes should be clustered to maximize open space.

**ENVIRONMENTAL ASSESSMENT:** Protect existing trees and other environmentally sensitive areas.



**LOCATION:** Bounded by East Station Street and East Main Street to the north, and the Union Pacific rail line to the southwest.

**SIZE:** 12.85 acres

**PIN NUMBERS:** 01-01-200-001, 006; 01-01-201- 002, 003, 004, 006, 019, 033, 050, 051, 056, 071

**RECOMMENDED USE** Mixed use (retail, office, residential and off-street parking). Retail is most appropriate for the first floor, with other uses such as retail residential and office above.

**DESIGN ELEMENTS:** Taller three-story buildings, with a maximum height of 35 feet, should be encouraged along the rail line with two-story buildings to the northeast of the site. Parking solutions will be critical in this area; underground parking and the construction of a parking deck should be encouraged. Circulation in this area should be carefully coordinated with surrounding traffic patterns. The Village of Barrington has adopted a “ Master Plan” for this area, which should also be referenced.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from previous uses. Existing trees should be protected.



**LOCATION:** At the north end of Grant Street.

**SIZE:** 0.68 acres

**PIN NUMBER:** 13-35-408- 001

**RECOMMENDED USE:** Mixed use (office and light industrial). An office development would be appropriate. This area may also be appropriate as a transfer station or parking lot.

**DESIGN ELEMENTS:**Architecture should be compatible with surrounding structures. The extension of Applebee to Grant should be encouraged. Development should be sensitive to the area's residential neighborhood.

**ENVIRONMENTAL ASSESSMENT:** Particular attention should be paid to historical environmental issues, such as any residual underground contamination from existing tanks or other previous uses. These issues are critical in the potential redevelopment of this site.

## **APPENDICES**

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**Table 1: Special Planning Areas - Summary of Recommended Uses**

<b>Special Planning Area</b>	<b>Gross Acres</b>	<b>Existing Zoning</b>	<b>Recommended Land Use</b>
1	14.00	B-5	Mixed Use (retail, office, residential)
2	8.00	B-5	Mixed Use (retail, office, residential)
3	4.60	B-5	Mixed Use (retail, office, residential)
4	8.70	M-2	Manufacturing Mixed Use (retail, office, resid'l)
5	52.00	R-7/M2	Office / Research / Open Space / Multi-Family Res.
6	28.0	M-1	Office / Research / Open Space
7	3.68	R-5	Open space, Single Family Residential
8	1.80	R-9	Public Institutional / Single Family
9	36.00	unincorporated	Mixed Use (office / research, residential)
10	9.96	R-1	Office / Research, Retail
11	11.10	unincorporated	Single Family Residential
12	13.30	unincorporated	Single Family Residential
13	28.20	unincorporated	Single Family Residential
14	2.00	B-3	Mixed Use (office, retail, light manufacturing)
15	1.20	R-9	Open Space
16	0.80	R-9	Public Institutional / Single Family
17	4.82	B-3/B-4/R-1	Commercial
18	15.30	B-4/R-1	Commercial (office / research, open space)
19	17.26	B-4/R-1/unincorp.	Mixed Use (retail, office, open space)
20	22.87	R-1	Mixed Use (retail, office, residential)
21	123.00	R-5	Open Space
22	14.00	M-2	Mixed Use (retail, service, light manufacturing)
23	60.80	M-2/R-8	Office / Research
24	18.90	M-2/R-2/unincorp.	Mixed Use (office / research)
25	9.50	B-4/R-1	Office / Research
26	7.40	R-1	Commercial (retail, office)
27	2.00	unincorp.	Single Family Residential
28	12.85	B-5/R-9	Mixed Use (retail, office, residential)
29	0.68	B-1R(R-9)/M-2	Mixed Use (office, light manufacturing)

**Table 2: Special Planning Areas - Population Projections**

<b>Special Planning Area</b>	<b>Gross Acreage</b>	<b>Recommended Land Use</b>	<b>Units Per Acre</b>	<b>Total Units</b>	<b>Total Persons 4,5</b>
1	4.67 <sup>1</sup>	Mixed Use (ret., off., res.)	12	56	106
2	2.67 <sup>1</sup>	Mixed Use (ret., off., res.)	12	32	61
3	1.53 <sup>1</sup>	Mixed Use (ret., off., res.)	12	18	35
4	2.90 <sup>1</sup>	Mixed Use (ret., off., res.)	12	34	64
5 pt	2.00 <sup>3</sup>	Multi-Family	12	24	46
7	1.84 <sup>2</sup>	Open space, single fam. Res.	2	4	15
8	1.80	Single Family/ Two Family	5	9	34
9	18.00 <sup>2</sup>	Mixed Use (ret., off., res.)	2	36	137
11	11.10	Single Family Residential	2	22	85
12	13.30	Single Family Residential	2	27	103
13	28.20	Single Family Residential	1	28	107
16	0.80	Single Family/ Two Family	5	4	15
20	7.62 <sup>1</sup>	Mixed Use (ret., off., res.)	2	15	57
27	2.00	Single Family Residential	1	2	8
28	4.28 <sup>1</sup>	Mixed Use (ret., off., res.)	12	51	97
<b>Total</b>	<b>102.71</b>			<b>362</b>	<b>970</b>

**Notes:**

1. Acreage represents one-third (1/3) of site acreage.
2. Acreage represents one-half (1/2) of site acreage.
3. Residential limited to Jewel Tea building only.
4. At single family units: 3.807 persons per unit.
5. At multi-family units and mixed-use units: 1.899 persons per unit.

**Table 3: Special Planning Areas - Land Use Projections**

<b>Land Use Category</b>	<b>S.P.A.</b>	<b>Gross Acreage</b>	<b>% of Grand Total</b>
<i>Single Family Residential (detached)</i>	7	1.84	0.34%
	8	1.80	0.33%
	9	18.00	3.35%
	11	11.10	2.06%
	12	13.30	2.47%
	13	28.20	5.24%
	16	0.80	0.15%
	20	7.62	1.42%
	27	2.00	0.37%
	<b>Total</b>	<b>84.66</b>	<b>15.74%</b>
<i>Single Family Residential (attached) and Multi-Family Residential</i>	1	4.67	0.87%
	2	2.67	0.50%
	3	1.53	0.28%
	4	2.90	0.54%
	5 pt	2.00	0.37%
	28	4.28	0.80%
	<b>Total</b>	<b>18.05</b>	<b>3.36%</b>
<i>Commercial (retail and office)</i>	1	9.33	1.74%
	2	5.33	0.99%
	3	3.07	0.57%
	4	5.80	1.08%
	10	9.96	1.85%
	14	2.00	0.37%
	17	4.82	0.90%
	20	7.62	1.42%
	22	9.32	1.73%
	26	7.40	1.38%
	28	8.57	1.59%
	<b>Total</b>	<b>73.22</b>	<b>13.62%</b>
<i>Office / Research</i>	5 pt	55.00	10.23%
	6	28.00	5.21%
	9	18.00	3.35%
	18	10.25	1.91%
	19	11.56	2.15%
	23	60.80	11.31%
	24	18.90	3.51%
	25	9.50	1.77%
	<b>Total</b>	<b>212.01</b>	<b>39.43%</b>
<i>Office / Research / Industry</i>	22	4.68	0.87%
	29	0.68	0.13%
	<b>Total</b>	<b>5.36</b>	<b>0.87%</b>
<i>Open Space</i>	7	1.84	0.34%
	15	1.20	0.22%
	18	5.05	0.94%
	19	5.70	1.06%
	20	7.63	1.42%
	21	123.00	22.87%
	<b>Total</b>	<b>144.42</b>	<b>26.52%</b>
<b>Grand Total</b>		<b>537.72</b>	<b>100%</b>



**Table 4: Land Use Percentages - 1999**

<b>LAND USE</b>	<b>Barrington portion of Lake County</b>		<b>Barrington portion of Cook County</b>		<b>Barrington Total</b>	
	<i>Acres</i>	<i>Percent</i>	<i>Acres</i>	<i>Percent</i>	<i>Total Acres</i>	<i>Total Percent</i>
Open Space	69.14	6.4%	396.60	29.0%	465.74	19.0%
Office / Research / Industrial	82.01	7.5%	61.50	4.5%	143.51	5.8%
Office / Research	125.02	11.5%	144.70	10.6%	269.72	11.0%
Public / Institutional	113.36	10.4%	108.00	7.9%	221.36	9.0%
Mixed Use (Retail / Office / Residential)	74.32	6.8%	29.60	2.2%	103.92	4.2%
Commercial (Retail / Office)	60.02	5.5%	63.40	4.6%	123.42	5.0%
Multiple Family Residential	13.01	1.2%	9.85	0.7%	22.86	0.9%
Single Family Residential $\geq 1.0$ u/a	549.84	50.6%	554.20	40.5%	1104.04	45.0%
<b>TOTAL</b>	<b>1086.72</b>	<b>100%</b>	<b>1367.85</b>	<b>100%</b>	<b>2454.57</b>	<b>100%</b>

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FIGURE 1: Municipal Boundaries

FIGURE 2: Flood Plain Map

FIGURE 3: Land Use Plan

FIGURE 4: Soil Map

FIGURE 5: Wetlands Map

FIGURE 6: Village Center Master Plan



FIGURE 7: Transportation Plan

FIGURE 8: Neighborhood Boundaries

FIGURE 9: Special Planning Areas

Figure 10: Downtown Business District Plan